

Hongkong Daily Press.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

No. 17,339. 號九十三百三千七萬一第 日二初月一十年丑癸 HONGKONG, SATURDAY, NOVEMBER 29TH, 1913. 大拜禮 號九廿月一十年二國民華中 PRICE, \$3 PER MONTH

Yongkok, 16th April, 1913. [584



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HONGKONG OFFICE: 10A, DES VETTES ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, NOVEMBER 29TH, 1913.

The question of China's railway development is one of perennial interest, so, especially in view of the attention attracted by Dr. Sun's great scheme last year, it is inevitable that the subject should be large in the Report on the Foreign Trade of China in 1912 compiled by the Commercial Attaché of His Majesty's Legation. Railway enterprise in China has never suffered from lack of advertisement—scarcely a week passes without seeing some new project announced in the Press—and there are few who will disagree with Mr. Ken's prophecy of "the enormous development of railway communications in China that is bound to come as soon as a Government is established strong enough to keep order and collect taxes." But if it is generally agreed that a great development is to take place in the near future, it would be difficult to obtain any general agreement as to the exact form that this development will take, the difficulty in making a forecast arising not from lack of information but from its excess. Excluding Dr. Sun's programme, there are about a dozen trunk line projects on the tapis—Hainan-Lanchow, Hangchow-Ningpo, Ichang-Chengtu, Chungking-Canton, Canton-Ningpo, Jehol-Mukden, Kalgan-Chengtu, and so on, and each of these schemes would find someone to advance special claims for it on commercial, strategic, or political grounds. There is, however, one point on which the railways of China, both those that

are already in existence and those that are planned, lay themselves open to criticism.

Anyone who has travelled to any extent over China's railways must have remarked the comparatively small influence they are exerting in opening up the country. We do not deny that they are doing much in this direction, but proportionately to the effects that might be looked for, the part they play is relatively small. A traveller might almost be inclined to think that the railway existed solely for the sake of its two termini and perhaps one or two considerable towns en route, for all that is done to assist in the collection of the produce of the country through which the line passes. Railways are often spoken of as a network, but a glance at a map of China with every conceivable line filled in will show that in her case the network is one of very wide mesh, through which much must escape. There is, of course, a great fascination about the thought of a railway line stretching across a thousand miles of country and connecting two centres that were altogether out of touch with each other before, and it forms an attractive picture in a prospectus, but it would be a simple matter to find openings for a dozen or so short branches, of 50 to 100 miles, from existing railways that would not only be more cheaply constructed but that would also yield a greater and more speedy return. The lengthy trunk lines are necessary not so much for commercial as for political reasons, but it is to be regretted that China is concentrating on them to the exclusion of projects that would prove far more beneficial from a commercial and economic standpoint. Another matter that must always call for attention in connection with China's railways is Great Britain's share in them, and here the Commercial Attaché has a word of warning to utter. The development of China's railways is usually understood as meaning the construction of fresh lines, but Mr. Ken points out that the existing lines are not fully developed—that, even without laying down another line of track, there are great latent capabilities in China's railways. "Recent experience of the financial possibilities of China's railways has been so striking," says Mr. Ken, "that even the most ignorant and inexperienced of Chinese railway directorates may have it driven into their heads at any moment that penny-wisdom in the supply of locomotives and rolling-stock is puerile foolishness, and that railways that contrive to pay big dividends with insufficient stock will prove still more lucrative if properly equipped." The danger fore-shadowed in the Trade Report is that, when this fact is fully borne home to those responsible for the management of China's railways, there will be a rush of orders for locomotives and rolling-stock for quick delivery, and that unless the British works are prepared for this contingency, they may be so fully occupied in filling orders for home and colonial railways that the opportunity may pass over their heads, and such a proportion of American and continental products will pass into use on China's railways that it will be found impracticable or undesirable to work British types side by side with them. This danger, we believe, needs only to be pointed out to be averted; English manufacturers have never shown a tendency to under-estimate the undeveloped possibilities of China, and are sure that the potentialities of her market for rolling-stock, and the possibility of it being dominated by American or continental types, will be at once realized.

The Police will hold their annual Ball on the 22nd December at the City Hall.

A Chinese hired a bicycle, valued at \$40, from a shop on the Praya East, and has failed to return.

Lieut. J. H. Nankwell, R.N., who was out here from 1911 till March of the present year, first on the *Merlin* and then on the *Glio*, has been placed on the retired list at his own request.

By the kind permission of the Captain and Officers, the band of H.M.S. *Minotaur* will play on the Club ground during the match between the Hongkong Cricket Club and the Royal Navy to-day.

A sum of \$360 was stolen on Thursday from a shop at No. 287, Queen's Road Central. The safe had apparently been opened with a duplicate key, and a foki who has absconded has fallen under suspicion.

Mr. Tse Tsan Tai, of Hongkong, has made an appeal to the President to immediately issue an order strictly prohibiting the sale and export from China of paintings by the great painters of China, and all historical relics in any shape or form.

In connection with the Harbour collision on Wednesday, the police report that no more bodies have been recovered.

At the Magistracy yesterday a goldsmith's apprentice was charged with the larceny of jewellery to the value of \$106, belonging to his master. It was alleged that he got down to the shop before his master in the early morning, and opened a drawer containing the articles of jewellery concerned in the charge with a duplicate key. He disappeared with the property, which the police failed to recover. The boy stated that he took the jewellery to Macao, and gave the articles to his brother. He was ordered to receive eight strokes with the birch and to be detained in police custody for 24 hours.

There is a big decline in the local freight market, says the *Siam Observer* of the 15th inst. Steamers leaving yesterday were quoted 30 cents per picul for Hongkong. There is no cargo forthcoming, owing to the unfavourable market. A drop to 25 cents for this run is anticipated to-day. The British str. *Mitall*, which arrived on Thursday, chartered by Mr. Khun Seng, at a rate of 10 cents for Hongkong, came here two days late according to her charter party, so her charter party was cancelled. Most probably this steamer will join others leaving Bangkok for Saigon in ballast to take up cargo.

In the Summary Jurisdiction Court yesterday, the case was mentioned in which Looi Wai Kee, trading as Yan Shung, is suing C. H. Lee, editor of the *Daily Outlook*, for \$1,000 for goods supplied and work done. At the previous hearing, Mr. Harris, on behalf of the defendant, held that he could file a counter-claim, and he now asked leave to do so, with damages and costs. The paper, he mentioned, still remained unpublished. Mr. Norrington, for complainant, said that his friend had admitted indebtedness to the extent of \$800. Mr. Harris added that complainant was paid at a monthly rate, and by ceasing publication when he did, he had broken his contract. Leave was given to counter-claim, and the case was placed on next week's list.

We owe to many subscribers on The Peak an explanation of the late delivery of the *Daily Press* yesterday. It appears that the police, late on Thursday night, arrested one of the delivery coolies on suspicion of being concerned with another lad in a larceny. The information did not come to the knowledge of our dispatching office until the early hours of yesterday morning, and it was not possible to find at a moment's notice a coolie who was so well acquainted with the Peak district as to be able to satisfactorily take the arrested coolie's place. Apparently it will take the police more than twenty-four hours to ascertain whether the "suspicion" on which the boy has been detained is well founded or not, but in the meantime another coolie has been "shown the round," and we trust the subscribers in the particular district referred to will receive their papers this morning in good time.

## THE HONGKONG CHESS CLUB.

A meeting of the Committee of the above Club was held at the office of the President, the Hon. Mr. H. E. Pollock, K.C., 5, Queen's Road Central, on Thursday.

Mr. Pollock took the chair, and there were also present the following members of Committee:—Mr. M. J. Dannenberg, Mr. P. R. Rosario and Mr. D. E. Carvalho (Hon. Secretary).

The Chairman mentioned that he had brought out to the Colony the Inter-Club Challenge Shield which was put up by him for competition last year and which was won for the season by the Chess Club, and it was decided that that competition should be resumed in January. It was also decided that the Monday and Thursday meetings at the City Hall Library should be continued and that the opening pick-up match of the season should be played there, on Monday next, the 1st December, at 5.15 p.m. It was likewise decided to accept the invitation of the European Y.M.C.A. to a match of five-a-side, on Tuesday, the 9th December, at 5.15 p.m.

The questions of the Club contributing a sum of money towards a shield for competition by the Hongkong University and certain schools of the Colony amongst themselves and also of a Championship Medal being instituted for competition on Thursdays were brought up and will be brought forward for discussion, together with any other suggestions which members may desire to make, at the annual general meeting which will shortly be held.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE INDIAN AGITATION. PRESS COMMENTS ON THE VICEROY'S SPEECH.

LONDON, November 28th. The *Westminster Gazette* says:—Lord Hardinge illustrates the maxim that when a diplomat does break loose he goes further than other people. We may judge from his speech that the treatment of Indians in South Africa has produced a position of real urgency in India—a position requiring the Viceroy to make clear his sympathies with the Indians and that he will fight their battles. The speech, from that point of view, will doubtless have a striking and salutary effect. We hope that the South Africans will endeavour to put themselves in the place of the Viceroy and realise the extreme difficulty of his position. Nothing can be done unless of South Africa's own free will, but it is precisely an appeal for free-will assistance upon which we rely.

The *Pall Mall Gazette* reiterates the solemn warning concerning the growing indignation in India, and says that it is in the light of these circumstances that Lord Hardinge's somewhat unfortunate speech must be considered. He said far too much. It was not very wise to express his personal approval of the Indians violating the laws of South Africa. "We appreciate his purpose, but he need not have poured *ghee* on the fire. An impartial Committee can only be appointed if South Africa freely consents."

The *Globe* advocates that the Imperial Government should now take a hand in the dispute. The Cabinet should offer its good offices to the contending parties.

The *Times* says it is impossible for the strongest English well-wishers of the Indian cause to sympathise with their fellow-subjects in resisting one of His Majesty's Governments as they have been doing in Natal. A violent conflict with the forces of the Crown can only postpone the redress of these grievances, perhaps indefinitely. If the leaders who organised the resistance of the Indians refuse to arrest it now, they will forfeit a great deal of sympathy. Their doubts about such sympathy must be finally removed by the Viceroy's speech at Madras. If order is restored in Natal the influence of the Indian Government will be exerted with energy and effect on their behalf. This, we feel assured, was what Lord Hardinge intended to convey to the Imperial Government. Immediately order is restored, they must press for a full investigation of their grievances. We are sure that this will not be resisted by Sir Louis Botha's Government or South African opinion if the proper steps are taken now that the necessity is real.

The *Daily Telegraph* comments—We cannot be wrong in assuming that Lord Hardinge's extraordinarily strong expressions were deliberately adopted on the ground of expediency. That such a declaration of sympathy was thought necessary bears out the statement of some observers that there had been nothing like the ferment in India over this affair since the Mutiny. It is earnestly to be hoped that the political insight and imagination of Sir Louis Botha will enable him to understand the Viceroy's difficulties and that an Imperial question of the gravest character is involved. The whole Empire looks to South Africa to handle the problem wisely, and, a basis of action, an official enquiry into the allegations seems urgent.

The *Daily Graphic* says—Lord Hardinge, knowing the uselessness of despatches to the Imperial Government, has taken the right course in showing by a public speech his sympathies with the people over whom he is appointed to rule.

The *Daily Mail* says—It was fit and proper for the Viceroy to express dissatisfaction, but one would have expected the representative of the King-Emperor to weigh his words with care. The speech is unlikely to ease the situation in South Africa or help the Indians.

[THROUGH REUTER'S AGENCY.]

## VIEWS IN INDIA.

DELHI, November 28th. Lord Hardinge's speech has eased the tension, and the native Press adopt a more conciliatory tone. Meetings have been held throughout the country, the speakers expressing gratitude to the Viceroy for his outspoken speech, and saying that the Viceroy has rendered great services, not only to India, but to the whole Empire.

The *Times of India* (Bombay) asks, if there was no ill-treatment what has Sir Louis Botha to fear from an enquiry? He laments the fact that the good faith of his Government should be questioned, but does not recognise the fact that it is only questioned because, owing to his continued evasion of the charges, no trust can be put in his affirmations.

The *Bombay Chronicle* says:—The whole of Sir Louis Botha's speech was inspired with a tone of lofty superiority and almost contempt for the claims of the Indians. Evidently he is quite unconscious that he and his colleagues are on their defence.

## VIEWS IN "AUTHORITATIVE" QUARTERS.

LONDON, November 28th. Reuter says that it is declared in authoritative quarters that a settlement of the Indian question is one for South Africa herself. It is hoped that moderation and conciliation will achieve a satisfactory solution. Meanwhile suggestions that Departmental Conferences are being held with a view to action by the Imperial Government are erroneous. The fact is that the India Office, whose task is much easier than that of the Colonial Office, is only communicating with the Colonial Office its views and recommendations, which will doubtless be forwarded to the proper quarters.

## A CLERICAL COMMISSIONER.

The Rev. W. Pearson, formerly of the London Missionary Society, leaves Delhi for Durban to-day to inquire into and report upon the grievances of the Indians.

## SERIOUS SCUFFLE IN NATAL.

DURBAN, November 28th. A serious affray took place between police and Indians from the Hillhead and Blackburn Estates, in the Mount Edgecumbe district. The official report says that four Indians were killed and 29 wounded, some dangerously, and that three police were severely wounded. The force consisted of an officer, 12 South African Mounted Riflemen, and a few native constables.

## IMPERIAL COMMERCE.

LONDON, November 28th. At the inaugural banquet of the Imperial Council of Commerce Mr. Buxton welcomed the creation, as a real link in the Empire, of a clearing-house for commercial information. He paid a tribute to the Trade Commissioners, and said they were of great assistance in meeting competition in the Colonies.

## VICTORIA'S NEW GOVERNOR.

LONDON, November 28th. The Hon. Arthur Lyulph Stanley, eldest son of Lord Sheffield, succeeds Sir J. M. F. Fuller as Governor of Victoria.

## ANOTHER BATTLESHIP LAUNCHED.

LONDON, November 28th. Lady Islington launched the battleship *Emperor of India* at Barrow-in-Furness.

## M.C.C.'S BIG VICTORY.

GRAHAMSTOWN, November 28th. The M.C.C. team defeated XV. of Grahamstown and Colleges by an innings and 33 runs.

## THE HOME RULE CONTROVERSY.

PREMIER DENIES RUMOURS OF CABINET DIVISIONS.

LONDON, November 28th.

Mr. Asquith, dealing with the Home Rule question in a speech at Leeds, said there was no ground for a general election. They were not going to be frightened or arrested by menaces of civil war. Such threats, coupled with Lord Lansdowne's hints as to the effect on the Army constituted a most formidable obstacle to an agreed settlement, for they implied the whole gospel of anarchy.

The Premier continued:—"But I repeat that it is of the highest importance that the new system in Ireland should not start on a basis of civil strife—and the apparent victory of one section and the abuse of the other. Any settlement should be a subject beyond the risks of electoral and Parliamentary vicissitudes. Suggestive considerations have already come from many quarters, and though at present I see no prospect of an agreement, I do not concur that the time is being wasted. It is useless for party leaders to submit alternative suggestions from rival platforms, but the door is not closed to an honourable and reasonable way of peace."

The Premier emphatically denied the rumours of divisions in the Cabinet. They would not make any surrender on principle, and meant to see this through. The Government would not betray the trust that the Irish members had reposed in them.

## SUPREME COURT.

Friday, November 28th.

Before His Honour Mr. H. J. GOMPERTZ (PUNISH JUDGE).

## CANTON BANK NOTE CASE.

The hearing of this case reached its fifth day. Ma Yuk Fai and Ma Kwan are charged with unlawfully having in their possession 12,500 \$5 notes of the Provincial Government of Kwangtung, these having been stolen outside the Colony.

Mr. Slade opened the case for the defence by submitting at once that he had no case to answer, and that there was no case to go to the jury. He based his submission on two main grounds: (1) that there was no proof that the notes in the box (produced) were ever stolen as alleged in the indictment and the particulars of the indictment; and (2) because the Crown had failed to prove that the possession of the notes by the two accused men was without lawful excuse; in other words, that they were not, according to the law of China, in perfectly lawful possession of the notes. Dealing with the first point he said that the Crown had set themselves to prove that the notes were a part of an issue of one million dollars' worth of notes in the latter part of July last, and that they had been stolen in Canton some time between 20th July and the 10th August. He submitted that they had absolutely failed to prove every single one of these points. In the first place, the evidence of the Crown, he contended, conclusively proved that these notes were not a portion of the million dollars issued in July, and that they were a portion of the seven or eight million dollars which were issued last year. That was absolutely beyond question.

Mr. Slade was proceeding to review the evidence when an objection was raised and evidence was recalled.

Mr. Slade added that another point in his defence was that there was no evidence that the Chinese Government at any time had any notes stolen.

His Lordship:—There is no direct evidence, but you have to infer that from the fact that the bands on these notes have not been broken off.

Mr. Slade said there was clear evidence that a safe in the Governor-General's Yamen had been broken open, but there was no evidence showing that there were any notes inside, or if there were any notes inside, that the notes produced were the notes. There may have been identical notes to those which were stolen. His last point in order to support the contention that there was no case to go to the jury was, that the Crown had not proved the essential portion of the crime; that the receiving or having possession in this Colony was without lawful excuse. He quoted several authorities to support his opinion.

Mr. Potter in reply said that the notes were found in the possession of the prisoners and when questioned the two men made two absolutely conflicting statements. He submitted that that was a real reason why the case should go to the jury. His Lordship:—But supposing the notes were stolen in the previous year?

Mr. Potter:—That is no defence.

Mr. Slade characterised the arguments of Counsel for the Crown as being "most flimsy." There was further legal argument, and this will be resumed to-day, the jury being discharged until Monday morning.







## NOTICE.

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## NEW ADVERTISEMENTS

**M. E. P. HENDERSON**, of the Indian Civil Service, retired, is prepared to give advice on all subjects of Insurance with the exception of Marine, on his conditions which are set out in a note on Technical Advice, which may be had on application to the Manager of this paper. In the past 13 years, he has been consulted by more than 16,000 persons. Mr. HENDERSON has recently arranged specially favourable terms for the Insurance of European lives resident in the Treaty Ports of China. He has devised special schemes for Educational Provision, Provision for Old Age, against the risk of enforced retirement through failure of health, and so on. His advice costs nothing and can be taken or left at pleasure. 42, Leicester Gardens, London, W. [1378]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Steamship**

"DUNERA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 1st Dec. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

**DAVID SASSOON & Co., Ltd.**, Agents.  
Hongkong, 28th November, 1913. [160]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

"CANDIA"

Arrived Hongkong on 28th November, 1913, FROM ANTIWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to port dues. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

**E. A. HEWETT**, Superintendent.  
Hongkong, 28th November, 1913. [1]

## NOTICE TO CONSIGNEES.

**S.S. "KOREA"**

FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-named Vessel having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board TUESDAY, 2nd Dec., at Noon, will be landed at Consignees' risk and expense.

Cargo remaining undelivered SATURDAY, 6th Dec., at Noon, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected. All claims and otherwise damaged Cargo will be examined at the above Company's Godown FRIDAY, 5th Dec., at 10 a.m.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 29th Dec., otherwise they will not be recognized.

**R. C. MONTON**, Agent.  
Hongkong, 29th November, 1913. [132]

## WANTED.

**IN** Good Locality, TWO NICELY FURNISHED ROOMS, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.

Apply—**"BENEDICK"**, Care of "Daily Press" Office, Hongkong, 29th November, 1913. [1345]

## WEIHAIWEI SCHOOL.

**AN** English School in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster, **HERBERT L. BEER, L.C.P.** [1343]

## PUBLIC COMPANIES

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that PROVISIONAL CERTIFICATE No. 43,359 dated Hongkong, 1st July, 1907, for Five Shares numbered 8,463 to 8,467 inclusive, Registered in the name of Mrs. EMMELINE LANE, has been LOST or STOLEN; and should this Certificate not be produced to the Bank before the 30th November, 1913, a New Certificate for the Shares will be issued and the aforesaid Provisional Certificate will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
**N. J. STABE**, Chief Manager.  
Hongkong, 29th October, 1913. [1358]

**HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.**

**NOTICE IS HEREBY GIVEN** that CERTIFICATE No. 272, dated Hongkong, 21st March, 1911, for 50 Shares numbered 07996 to 08045 inclusive, Registered in the name of LAM HON KWAN, has been LOST or STOLEN, and should this Certificate not be produced to the General Managers before the 15th December, 1913, a New Certificate for the Shares will be issued and the aforesaid Certificate No. 272 will be thereafter treated by this Company as Null and Void.

**BRADLEY & Co., Ltd.**, General Managers.  
Hongkong, 21st November, 1913. [1353]

**A. S. WATSON & CO., LIMITED.**

**NOTICE.**

**SQUARE CERTIFICATES** for Thirty (30) Shares Numbered 22671 to 22695 and 51196 to 51170 inclusive, standing in the Register in the name of TANG YEE HONG, and Share Certificates for Thirty (30) Shares Numbered 22696 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that, unless the said Certificates be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

**JOHN D. HUMPHREYS & SON**, General Managers.  
Hongkong, 27th November, 1913. [1375]

## NOTICES OF FIRMS

**WE HAVE** from this date handed over our Wine and Spirit Department to Messrs. MACWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

**THE FRENCH STORE.**  
Hongkong, 1st November, 1913. [1283]

**NOTICE.**

**WE HAVE** purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

**MACWEN, FRICKEL & Co.**  
Hongkong, 1st November, 1913. [1284]

## INTIMATIONS

**WE** have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions.

A Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

**D. CHELLARAM**,  
Hongkong, 26th July, 1913. [907]

## KOMOR'S

**ART AND CURIO GALLERY.**  
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**GENUINE TORTOISE-SHELL ORNAMENTS.**

**POST CARDS.**  
ARTISTIC HONGKONG VIEWS. Inspection invited!

Please note that the address of Messrs. **KUHN & KOMOR and KOMOR'S** is ALEXANDRA BUILDINGS ONLY.

**DES VOEUX ROAD CENTRAL.**  
Hongkong, 22nd November, 1913. [1301]

**WE** are now making a preliminary display of **TOYS** FOR CHRISTMAS.

Come and inspect our Beautiful **DOLLS.**

**GRACA & CO.**  
PEDDER ST. (Hongkong Hotel Building).  
Hongkong, 25th October, 1913. [1133]

**WE** are now making a preliminary display of **TOYS** FOR CHRISTMAS.

Come and inspect our Beautiful **DOLLS.**

**GRACA & CO.**  
PEDDER ST. (Hongkong Hotel Building).  
Hongkong, 25th October, 1913. [1133]

**WE** are now making a preliminary display of **TOYS** FOR CHRISTMAS.

Come and inspect our Beautiful **DOLLS.**

**GRACA & CO.**  
PEDDER ST. (Hongkong Hotel Building).  
Hongkong, 25th October, 1913. [1133]

**WE** are now making a preliminary display of **TOYS** FOR CHRISTMAS.

Come and inspect our Beautiful **DOLLS.**

**GRACA & CO.**  
PEDDER ST. (Hongkong Hotel Building).  
Hongkong, 25th October, 1913. [1133]

## INTIMATIONS

**LANE, CRAWFORD & Co.**

NOW SHOWING

A NEW SELECTION OF

**EIDER DOWN QUILTS.**

SATIN

AND

SATEEN COVERINGS.

ARTISTIC DESIGNS. ALL SIZES.

MODERATE PRICES.

**LANE, CRAWFORD & Co.**

**BECK & CO., BREMEN.**

**KAISER BREWERY.**

**BECK'S BEER,**

**KEY BRAND.**

**\$16.00**

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

**MACWEN, FRICKEL & Co.**

**ESTATE AGENCY.**

PROPERTIES PURCHASED AND SOLD.  
PROPERTIES LET.  
PROPERTIES MANAGED.  
LOANS AND MORTGAGES ARRANGED FOR SAME.

For Terms and Particulars, Apply to—

**TOBIAS HUNTER.**

ESTATE AGENT.

HOTEL MANSION.

TELEPHONE K. 178.

Hongkong, 1st November, 1913.

**INTERCHANGEABLE RETURN**

**TICKETS ISSUED BY**

**TRANS-PACIFIC MAIL LINES.**

**IT IS HEREBY NOTIFIED THAT TICKETS ISSUED**

BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONoured FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.

**PACIFIC-MAIL S.S. CO.**

**CANADIAN PACIFIC ROYAL MAIL S.S. LINE.**

**TOYO KISEN KAISHA.**

**SPECIALITIES**

**CORNEO OX TONGUES.**

**CORNEO BEEF.**

**CORNEO PORK.**

**PRESSED BEEF.**

**GERMAN SAUSAGES.**

These are a few of the delicacies offered for sale by

**THE**

**DAIRY FARM Co., Ltd.**

[28]

**STOP! LOOK! LISTEN!**

**XMAS** is Coming, and we have JUST UNPACKED for the

Season—

**LADIES' FASHIONABLE SILK NECK-WEAR.** Best Variety Selection ever shown in Our Special Show Case.

Finest Quality, Various Designs—Handkerchiefs, Latest Style Collars, Neckties, Newest Style Tweed and Showerproof Hats.

See See See

Come Early before they are Sold Out.

**HOOSAIN-ALI & Co.,**

10, D'ARVILLE STREET.

Hongkong, 26th November, 1913. [145]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned have received instructions from Messrs. WILKINSON & GRIST, to Sell by Public Auction,

**TO-DAY (SATURDAY),** the 29th November, 1913, at 11 a.m., at No. 9, Humphreys Buildings Top Flat, Kowloon, THE

**VALUABLE HOUSEHOLD FURNITURE, ETC.**

therein contained, comprising:—FURNED TEAK BED ROOM and DRAWING ROOM SUITE (practically new), LARGE BRASS BED, STEAD and HALL STAND, AXMINSTER and TIENTSIN CARPETS and RUGS, DINNER SERVICE, CUTGLASS WARE, CROCKERY, &c., &c., WATER COLOURS and PICTURES, LACE and SERGE CURTAINS, POLES, &c., ELECTRIC FITTINGS, SUN BLINDS, &c.

(Full Particulars from Catalogue.)  
On View Friday, from 3 p.m.  
Terms:—As Usual.

**HUGHES & HOUGH,** Auctioneers.  
Hongkong, 26th November, 1913. [1371]

## PUBLIC AUCTION.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of December, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of Two Lots of CROWN LAND at Ho Man Tin, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

**PARTICULARS OF THE LOT.**

No. of Sale, Registry No., Locality, Boundary Measurements (Approximate), Contents in Square feet, Annual Rent, Upset Price.

1. Kowloon Industrial Estate (Nos. 1253 and 1254). Street Extension, 100 ft. x 100 ft. (10,000 sq. ft.). 1,000 46,045 [1359]

2. Kowloon Industrial Estate (Nos. 1255 and 1256). Street Extension, 100 ft. x 100 ft. (10,000 sq. ft.). 1,000 46,045 [1359]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AT THE OUTPOSTS, A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

**HONGKONG WEEKLY PRESS,**

with which is incorporated THE CHINA OVERLAND TR. DE REPORT.

Subscription, paid in advance, \$12 per annum. Postage 72 to any part of the World.

**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
**N. J. STABE**, Chief Manager.  
Hongkong, 1st July, 1911. [19]

**THE YOKOHAMA SPECIE BANK, LIMITED.**

Authorised Capital ... Yen 40,000,000  
Paid-up Capital ... 30,000,000  
Reserve Fund ... 18,500,000

HEAD OFFICE—YOKOHAMA.  
Branches and Agencies at:  
Antung-Hsin, Liao-Yang, Ryojun, Calcutta, London, San Francisco, Bombay, Los Angeles, Shanghai, Changchun, Lyons, Tientsin, Dairen (Dalny), Nagasaki, Hankow, Fungtien (Mukden), Newchwang, Tokyo, Harbin, Osaka, New York, Honolulu, Peking, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS.  
Deposits received for fixed periods at rates to be obtained on application.

**EISHI ONO**, Manager.  
Hongkong, 30th September, 1913. [146]

**THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000  
Reserve Fund ... £1,700,000  
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

**A. S. HEWETT**, Acting Manager.  
Hongkong, 14th April, 1913. [133]

**THE BANK OF TAIWAN, LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)  
Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... 6,250,000  
Reserve Fund ... 2,620,000

HEAD OFFICE: TAIPER, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy, Swatow, Tainan, Anping, Kobe, Tamsui, Canton, Nagasaki, Tokyo, Fochow, Osaka, Yokohama, Keelung, Shanghai.

**HONGKONG OFFICE,**  
3, DES VOEUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

**K. TSUDZURABARA**, Manager.  
Hongkong, 1st May, 1913. [1272]

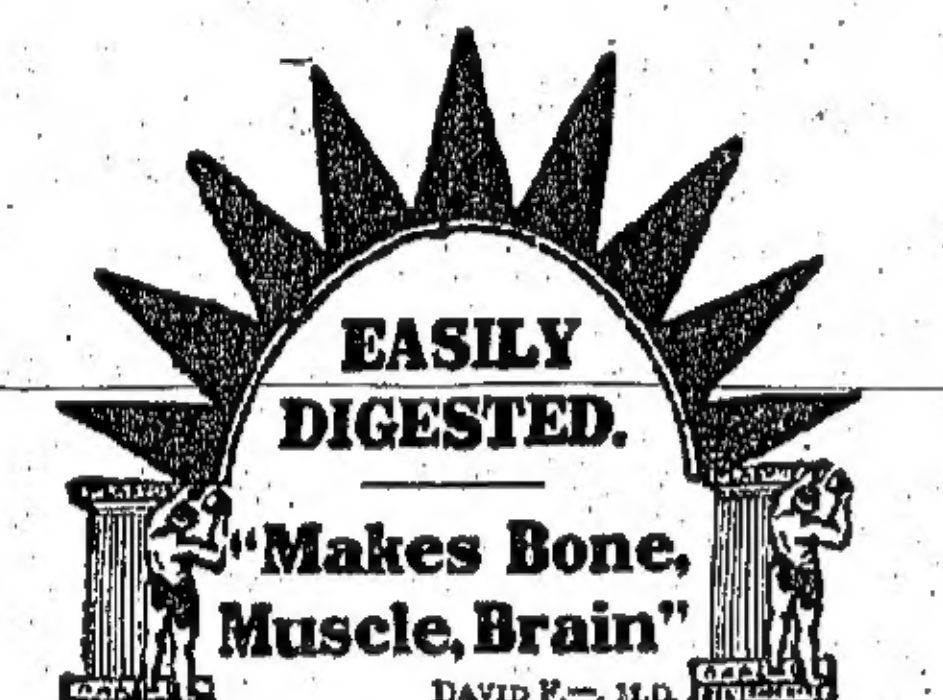




**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"

**WHISKY.**  
UNVARIED FOR OVER  
**150 YEARS.**  
THE SAME TO-DAY AS IN  
**1745.**

**BEWARE OF IMITATIONS.**  
SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.



**PLASMON ARROWROOT**  
is a highly strengthening food, and is specially suitable in all conditions where a light, nutritious diet is indicated.

"The admixture of Plasmon increases the nutritive value enormously."  
—Lancet.



**MARTIN'S APIOL & STEEL PILLS**  
A French remedy for all irregularities. Thousands of ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. The pills are made of purest ingredients, and are guaranteed to be the most effective remedy for all such complaints. Made by E. Brown & Son, Ltd., 14, Des Voeux Road, Hong Kong.



**Lutetian Cream**  
If you want brown footwear or leggings to look and wear their very best you want LUTETIAN CREAM. LUTETIAN CREAM brings out the grain in fine style, and yields a lustrous, transparent polish, as shiny as varnish. Get it either Dark or Light.  
Those who prefer a paste, use Meltonian Paste, black or brown. Made by E. Brown & Son, Ltd., 14, Des Voeux Road, London.

**HIMROD'S**  
Gives Instant Relief  
No matter what your respiratory organs may be suffering from—whether  
**ASTHMA, INFLUENZA, NASAL CATARRH, or ORDINARY COUGH.**  
—you will find in this famous remedy a restorative power that is simply magical.  
SOLD EVERYWHERE.  
40 YEARS  
Sole Importers for Hong Kong and the Country.  
**CURE FOR ASTHMA**

## HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, November 25th.

## TRADE PROSPECTS.

There is no improvement in trade to report this week; on the contrary, increased dullness prevails in most markets, the recent reduction in the bank rate of the Reichsbank having had no stimulating effect. The reduction was, so to speak, a concession to public opinion, the gold reserves having accumulated to a point rarely touched before, but, although it has slightly relieved the stringency in the money market, it has not tended to restore confidence in the future, as the rate in London remains at 5 per cent. with every probability of a rise later on in consequence of the active demand for gold from the United States and Egypt and the prospect of numerous foreign State loans and fresh issues of capital by the home industries; besides, the financial crisis in Bombay and the political troubles in Mexico, which may lead to an intervention by the United States at any moment, are not calculated to encourage fresh business, whilst several failures of importance in this market and a general wish to have a fair credit balance at one's banker at the end of the year are reasons for further inaction. It is satisfactory to note, however, that the movement in the port for the past ten months still shows an increase on that of the same period in 1912, 15,715 steamers and sailing vessels of an aggregate tonnage of 12,160,098 tons net having been registered inwards against 15,088 of together 11,468,673 tons last year, whilst 16,316 vessels of together 12,190,387 tons have left the port as compared with 15,030 of together 11,558,028 tons in the first ten months of 1912. Nevertheless, shipping shares have experienced a further decline this week owing to forced sales, Hamburg America Line being now quoted in the neighbourhood of 135 and Norddeutscher Lloyd at 110½. The former company announce that they have arranged with a syndicate to take up the 30 millions of new shares at 112½, which will be offered to the old shareholders on the terms mentioned in my last; a general meeting of the shareholders has been called for the 18th inst. for the purpose of ratifying the proceedings.

**SHIPBUILDING.**  
According to the *Zeitung*, the organ of the shipbuilding trades on the lower Weserthe yards, are well under orders everywhere, and if they have anything to complain of it is the want of hands skilled as well as unskilled. It is to be hoped this may be taken as a proof that the apprehensions entertained of a great increase of unemployment during the coming winter are much exaggerated; the socialists especially are most doleful in their predictions of what is going to happen, and as the imperial government has declined for the present to add unemployment insurance to the existing system of national insurances they have a few weeks ago proposed in the "Bürgerschaft" (the local parliament) that a presentment be made to the Senate demanding that the relief works already decided upon should be accelerated and additional ones be ordered; that contractors of the same should engage to pay customary wages, to adhere to the established number of working hours and to employ as much as possible workmen resident in Hamburg in preference to others; that a fund be set aside for the assistance of the unemployed to be distributed in a form distinct from that of ordinary poor relief; that further provision be made for the feeding of children of indigent parents attending board schools and that the representative of the republic of Hamburg in the Federal Council should be instructed to urge upon the imperial government the necessity of introducing a measure for State insurance against unemployment without delay. They met with but partial success, for after a debate lasting several nights they had to be satisfied with a bill in a much attenuated form. It was argued that unemployment could not be as general as it was represented to be when in the docks and the shipbuilding yards there was, if anything, a scarcity of labour and when the agricultural districts were sorely in need of hands, owing to the endeavours of the socialist agitators to induce people to leave the country for the large towns in order to exercise a more effective control over them. Besides, the incessant labour troubles were a cause of much unemployment whilst the terrorism of the labour organisations prevented many a willing worker from earning his daily bread. Besides, amongst the unemployed there was always a large proportion not only of unemployables, but of such as had no desire to work and would refuse work if offered to them. It was further contended that it would be unjust to add to the already heavy social-taxation of

employers at a time when the voluntary army levy and other new taxes constituted a heavy call on their resources.  
**"NATIONAL INSURANCE."**  
Approval of national insurance, the quarrel which has been going on for some time between the medical profession and the Orts Krankenkassen (the official sick insurance offices) has been brought to a head by the two great medical societies of the country, comprising 21,207 separate organisations, declaring their intention of withdrawing altogether from the panels at the end of the year, unless more remunerative terms be conceded to them and free choice of doctors to the insured, whose wish it has been from the beginning. The latter will not be left without medical advice, as the Krankenkassen are bound by law to pay the cost of treatment by other qualified practitioners in the absence of panel doctors.

**A NEW HOSPITAL.**  
A third great public hospital, situated in the suburb of Barmbeck, has been opened on the 1st of this month. It consists of 40 different buildings, of which 33 are for the reception of patients, containing 1,750 beds. The buildings themselves cover 34,000 square metres, whilst the total area is 190,560 square metres. The administrative offices, laboratories, kitchens, etc., occupy the centre, and special care has been taken to separate the part destined for infectious diseases from the others in order to avoid all danger of so-called hospital infection. It has a separate entrance for admission of patients, who on their recovery leave through the convalescent pavilion provided with a fumigator, the only communication with the other quarters. The several kinds of infectious diseases are segregated in separate buildings surrounded by gardens for the convalescent, but all intercourse between these pavilions is strictly prohibited. A small one at some distance from the others is reserved for patients suffering from cholera, plague or other diseases of fortunately rare occurrence. Needless to say that everything is completely up-to-date. The hospital is under State control and supplies an urgent want.

## WM. POWELL, LTD.

TELEPHONE 346.

DRAPERS. MILLINERS. OUTFITTERS.  
COMPLETE HOUSE FURNISHERS.  
GENTLEMEN'S TAILORS.

"SOME OF THE THINGS WE STOCK"

CHINA. GLASS.  
CUTLERY.  
ELECTRO-PLATE WARE.  
BOOKCASES.  
STANDARD LAMPS AND SHADES.  
WRITING DESKS. ETC.  
INSPECTION INVITED.

INDO-CHINA BRICKS. TILES. PIPES  
COMPANY. LIMITED.

BEST FIRE BRICKS AND FIRE CLAY  
PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VOEUX ROAD. TEL. 289.

ALWAYS IN STOCK.

backing. Several of our best trainers have already been approached with definite offers from foreign nations, and, unless a quick decision is taken by the public, not only will their services be lost to us, but they will be employed in training our rivals.

It was unanimously decided by the Committee that if the Fund does not, by the end of that year, reach the figure of £25,000 the Committee will not be justified in proceeding further with the matter. The fund now amounts to £9,552.

## TO ROOT OUT INDIGESTION.

If you wished to destroy a poisonous weed in your garden, how would you set about it? What would you do? Would you cut off its top leaves and branches? No! you would dig right down to its roots—get rid of it from the very bottom! That is the sensible thing to do! It is exactly what is done for you by Mother Seigel's Syrup in indigestion and the trouble, and then the trouble itself and all its consequences are got rid of.

Indigestion is a sort of poison plant. At first its growth is unnoticed, but by-and-by its results are felt in the form of biliousness, constipation, headaches, pains after eating, loss of appetite, sleeplessness, wind on the stomach, languor, and depression. These are due to the poison which has been generated in your stomach and bowels, and sent flowing through your blood into every part of your system. Indigestion, the poison plant, is doing its work!

Mrs. A. Stringer, of Richmond, Natal, writing on December 11th, 1912, says:—"For some time I had suffered from indigestion which, besides being a source of pain and distress, also so weakened my whole system that I was well nigh helpless. Food did me no good whatever. I also suffered almost daily from bad headaches, and my eyesight became so dim I was at times scarcely able to see."

"The various remedies I tried from time to time gave me either no relief whatever, or at the most it was only of a very temporary nature, and I had almost begun to lose all hope of recovery, besides being about weary of spending money uselessly, when about six months ago I happened upon one of your advertisements and was induced to give Mother Seigel's Syrup a trial."

"I am glad to say Mother Seigel's Syrup was not a failure, but a perfect success from the very commencement. I felt better after one or two doses and a little persistence with the remedy was rewarded by a thorough cure."

"I can assert that Mother Seigel's Syrup has wrought a complete change in my physical condition, and I am now perfectly healthy, strong, and vigorous. I recommend others to try this excellent remedy for indigestion."

The  
treasury  
of the  
world's  
best music



That's what the Victor-Victrola really is. It holds in store for you the best music of the entire world—the musical gems of the great masters, the latest popular music, everything you want.

All yours to enjoy whenever and as often as you wish. Doesn't that interest you? Wouldn't you like to hear your favorite selections on the Victor-Victrola? Come in at any time.

PRICES \$35 TO \$225.

EXCLUSIVE DISTRIBUTERS:

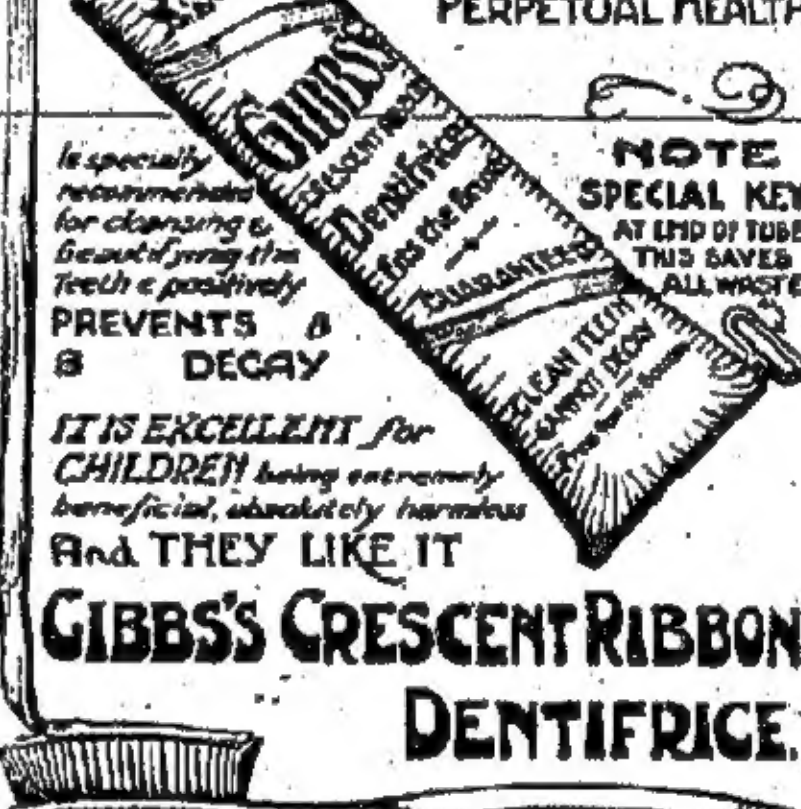
S. MOUTRIE & CO., LTD.



KEATING'S LOZENGES  
cure the worst Cough.



PEARLY TEETH  
PERFUMED BREATH  
PERPETUAL HEALTH



Beetham's  
La-rola

Makes the Skin as  
SOFT AS VELVET, and keeps it  
SOFT, SMOOTH and WHITE  
all the year round.  
Removes and prevents Roughness,  
—Redness, Irritation, Tan, etc.—  
COOLING AND REFRESHING  
DURING THE SUMMER HEAT

M. BEETHAM & SON,  
CHELTENHAM, ENGLAND

London Baring Agents

KEYMER, SON & CO.  
Wholesale and Retail  
Telegrams: "Keymer, London." Tel. 575.

TO LET

TO LET

GODOWN, 94, Wanchai Road.

No. 153, PRAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 29th October, 1913.

TO BE LET.

From 1st January, 1914.

NO. 1 to 5, "ALMA VILLAS," adjoining

"OLDSLOE," Kimberley Road,

Apply to—

PATELL & Co.,

79, Wyndham Street, or

A. Abdoolahim, Architect,

34, Queen's Road Central.

Hongkong, 26th November, 1913.

TO LET

TO LET

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December, Newly Painted and Colourwashed. "ROGATE," Austin Road, Kowloon Unfurnished.

No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.  
(From 1st November, 1913.)  
No. 1, GOUGH HILL, No. 103, PEAK, Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.  
"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.  
Apply to— LINSTAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 10th October, 1913.

TO LET.  
Until 31st December, 1914.  
SHOP and 1 ROOM, on 1st Floor of 56, Queen's Road Central.  
Apply to— D. CHELLARAM,  
39/40, Queen's Road Central,  
Hongkong, 11th November, 1913.

TO LET.  
NO. 3, "DURBAR VILLAS," Cameron Road, Kowloon.  
Apply to— SPANISH DOMINICAN PROCUATION,  
Hongkong, 17th November, 1913.

TO LET.  
FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.  
A FURNISHED FLAT in Nathan Road, Kowloon, from 1st January next.  
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 45, with Wharf.  
Apply to— HUMPHREYS ESTATE & FINANCE Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 12th November, 1913.

TO LET.  
A HOUSE at Observatory Villas, Kowloon.  
Apply to— ARRATON V. APCAR & Co.,  
14, Des Voeux Road,  
Hongkong, 25th November, 1913.

TO LET.  
OFFICE in ALEXANDRA BUILDING.  
Apply to— A. S. WATSON & Co., Ltd.,  
Hongkong, 22nd August, 1913.

TO LET OR FOR SALE.  
GODOWNS at 98, 98A, 99 and 99A, PRAYA East.  
Apply to— HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions,  
Hongkong, 4th September, 1913.

TO LET.  
SHOP, No. 12, Queen's Road Central.  
No. 9, MOUNTAIN VIEW, PEAK.  
Apply to— M. J. D. STEPHENS,  
Hongkong, 17th July, 1913.

TO LET.  
OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Voeux Road Central, the premises now occupied by The South China-Messing-Pear, Limited. Possession, 1st May, 1914, or earlier.  
FLATS, "WILD DELL," Wanchai Road.  
"HOMESTEAD," No. 45, Peak. Immediate possession.  
Apply to— SANG KEE,  
Care of COMPTON DEPARTMENT,  
Hongkong and Shanghai Bank,  
Hongkong, 28th October, 1913.







## A Celebrated Violiniste



## Nervous Fatigue, Languor—

The power to excel, the confidence which ensures her brilliant successes, says the talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous nerve force created by Phosferine. How greatly the numerous distinctions and triumphant career of this accomplished musician are promoted by the brain energy and physical stamina developed by Phosferine, is evident from Miss Keymer's admission that the tonic "enabled me to do myself justice." This power to excel, this ability to make perfect use of her skill, depends upon the marvellous control and steadiness of the muscle nerves Phosferine has given her, and to which she owes the entrancing tone and quality of her musical renditions. Naturally, this energising effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

## Promptly Remedied.

Miss Sybil Keymer, "Riversmere," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic in every opportunity."—July 12, 1912.

PHOSFERINE  
GREATEST OF ALL TONICS

## A PROVEN REMEDY FOR

And all disorders consequent upon a reduced state of the nervous system.

## The Royal Tonic

Phosferine has been supplied by Royal Commands

To the British Royal Family  
H.M. the Emperor of Russia  
H.M. the King of Spain  
H.M. the King of Greece  
H.M. the Queen of Roumania  
H.M. the Queen of Spain  
H.M. the Dowager Empress of Russia  
H.M. the Grand Duchess Olga of Russia  
H.M. the Grand Duchess of Hesse  
The Imperial Family of China

And the Principal Royalty and Aristocracy throughout the world.

The 2/6 size contains nearly four times the 1/11 size.  
PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

## LLOYDS BANK LIMITED.

Subscribed Capital, £26,304,200.

Paid up Capital, £4,208,672. Reserve Fund, £2,900,000.

HEAD OFFICE: 71, LOMBARD STREET, LONDON, E.C.

| Deposit and Current Accounts               | (31st Dec, 1912) | £          | s  | d |
|--|------------------|------------|----|---|
| Cash in hand, at call, and at short notice |                  | 24,028,468 | 7  | 6 |
| Bills of Exchange                          |                  | 9,381,148  | 0  | 9 |
| Investments                                |                  | 10,939,332 | 19 | 7 |
| Advances and other Securities              |                  | 50,347,549 | 1  | 8 |

THIS BANK HAS OVER 650 OFFICES IN ENGLAND AND WALES.

Colonial & Foreign Department: 60, Lombard St., London, E.C.

PARIS AUXILIARY: LLOYDS BANK (FRANCE) LIMITED, 26, AVENUE DE L'OPERA.

THE SWAN

FOUNT  
PEN,

DEFIES HEAT

ILLUSTRATED CATALOGUE

FREE.



SOLD BY ALL JEWELLERS, STATIONERS AND IMPORTERS.

MABIE, TODD & Co.,  
Manufacturers, LONDON.

PROBLEMS OF SHIP  
PROPULSION.

ADDRESS BY SIR C. PARSONS.

The address which Sir Charles Parsons delivered to the North-East Coast Institution of Engineers and Shipbuilders at the beginning of his second year of office as president was devoted to a consideration of several questions relating to the propulsion of ships, in particular the use of the internal combustion engine, geared transmission of power, and superheating.

In opening his address the President referred to the functions of the institution, which he thought were to facilitate the requirement and interchange of professional knowledge among the members of all classes, and to furnish a stimulus to individual investigation and emulation. As it was largely composed of engineers employed in neighbouring shipyards, marine engineering and shipbuilding naturally received most attention, but as it grew and could cope with more papers other engineering subjects would receive a greater share.

## INTERNAL COMBUSTION ENGINES.

The general upshot of the discussion held last year was that the case for the internal combustion engine was not so strong as had been supposed, and that in the great majority of instances steam was much the cheaper propellant having regard to the present prices of fuels and other charges. In the light of a further 12 months' experience there was no doubt that the discussion at that time was a work of great public utility, and that in the elucidation of this subject the institution had in this instance taken the lead.

He had dealt last year with the causes of the difficulties of the large cylinder oil engine, and the case remained as it stood at that time. Dr. Hopkinson's method of internal cooling of the cylinder and valves by injection of water seemed to promise a possible solution, but had not yet been tried on a Diesel engine. Some of the leading makers on the Continent were, however, working on the lines of designing the cylinders, pistons, and valves, in fact all parts subject to trouble from excessive heat, in such a way as to be easily and quickly replaced; but this remedy was only a partial one.

The progress of the internal combustion engine during the past had been some what chequered. The annual report of Lloyd's Register devoted more than two pages to the Diesel engine, and stated that 12 ships were in commission and 20 building. According to information supplied by the secretary of Lloyd's Register the powers were respectively 22,700 and 43,560, making a total of 66,260 h.p. classed under Lloyd's. The report was generally optimistic, but it seemed that the difficulties experienced with the large cylinder slow revolution Diesel engine had been greater than the report would suggest.

On the other hand, the adoption of the oil engine for smaller craft had undoubtedly met with great success, and had steadily increased. From data collected by Mr. Edwin Orde it appeared that, omitting boats of under 100ft. in length and excluding war vessels, the total number of vessels built and building with internal combustion engines was 152 with a total h.p. of 170,000. The date of the vessels' completion covered the period from 1903 to the present and onwards. It appeared that the average individual h.p. was tending to increase, but it should be observed that comparatively few vessels of over 1,000 h.p. had been more than one year in service, and that the majority of the vessels of larger power on order were not yet completed.

## GEARING.

Though gearing was not mentioned in the report of Lloyd's Register, yet rapid and considerable progress had been made during the year. Dr. Föttinger stated that the aggregate h.p. of his hydraulic gearing ordered within the last 12 months was about 100,000, including one liner of 20,000 h.p., one war vessel of 30,000 h.p., one cruiser of 45,000 h.p., and one excursion steamer of 6,000 h.p. The last had been delivered.

Electrical gearing had, however, made small progress. The United States collier *Jupiter*, so far as he was aware, had not completed her trials. Messrs. Swan, Hunter had completed a cargo vessel 250ft. in length, the propelling machinery consisting of two Mirreles Diesel six-cylinder engines each developing 300 h.p. at 400 r.p.m., and driving a Mavor and Colson three-phase alternator supplying current to a 500 h.p. Mavor and Colson induction motor which drove the screw shafting. The vessel, he understood, had completed her trials satisfactorily. In addition in America several fire boats of about 600 h.p. had been equipped with electrical gear for working the propeller, fire pumps, and other machinery.

Mechanical gearing had considerably extended in use during the year, and the horse-power on order or at work now exceeded 400,000 h.p. The vessels to which it was applied were of almost every class, and included cruisers, destroyers, liners, cross-Channel boats of various speeds, and vessels of the mercantile marine. In some cases the whole of the power was transmitted; in others the main turbines were directly connected, and the cruising turbines only were geared to the main shafting. It seemed probable that the use of geared turbines would continue to extend for all classes of ships, and that by its use considerably further economies would gradually be effected, more especially in conjunction with high degrees of superheat. Up to the present no case of disablement of gear or indeed any material wear of the teeth had, he believed, occurred.

## SUPERHEATING.

Though superheating was not mentioned in the report of Lloyd's Register, yet it had quickly made great strides, and was now employed in the mercantile marine to the extent of upwards of 1,000,000 horse-

power on the Schmidt system alone; nearly the whole was in conjunction with reciprocating engines. The saving in coal by its use was stated to amount to between 10 and 30 per cent. The leading features of the Schmidt superheater appeared to be twofold. First and most important was the placing of the superheater tubes in close proximity to a boiler surface as in the case where a single convolution of superheater tube lay within the fire tube of the Scotch boiler, the great advantage being that the superheater tube was saved from burning and destruction by the rapidity of its radiation to the contiguous boiler surface. The second feature, that the high steam velocities scoured out the tubes, was shared by many other superheaters, which were also giving excellent results. To judge from the steady progress of superheat on ships, it might safely be assumed that its use would extend farther, and that a rate of fuel consumption per h.p. would be attained in large power installations more closely approximating to that of the internal combustion engine.

## DOG STORIES.

The *Referee* publishes a column of dog stories. Here are three of them:—

I.—A poodle who used to accompany me on my early morning walks used to bring me his muzzle (when the muzzling order was in force) to be put on before going out. One morning, when it was raining, I went to the door and opened it, and seeing the state of the weather, was about to shut it again, when the poodle ran along the passage, fetched my umbrella, and brought it to me. This can be vouched for by the housemaid who saw it.

II.—Sitting on the verandah, with my husband in India, waiting for the lamps to be lighted, we were startled by our dear little Irish terrier barking furiously at the bedroom door. Most rooms in Indian bungalows have two entrances. My husband went to the one on the verandah, thinking a strange servant had gone in. The dog jumped at my husband and caught hold of his trousers, trying to pull him away. He went in by the other door. There by the verandah was coiled up a huge cobra. Darling dog saved his lady's life.

III.—A hot September day, and we were partridge shooting over dogs. During the mid-day rest I was combing the burrs out of my red Irish setter's ears and neck. When I had relieved him of these nuisances he showed his pleasure in the usual doggy way, and then as I lay back smoking my pipe he deliberately picked the burrs off my stockings with his teeth.

## VANISHED POST.

Here is a story of the late Mr. Labouchere, told in the biography published last month:—

"Once did I get the better of the Foreign Office. I was on leave in Italy when I received a notification that her Majesty had kindly thought fit to appoint me Secretary of Legation to the Republic of Parana. I had never heard of this Republic. After diligent inquiry I learnt that Parana was a sort of Federal town on the River Plate, but that a few months previously the Republic of that name had shared the fate of the Kilkenny cats. So I remained in Italy, and comfortably drew my salary like a bishop of a see in *partibus infidelium*.

"A year later came a despatch couched in language more remarkable for its strength than its civility asking me what I meant by not proceeding to my post. I replied that I had passed the twelve months in making diligent inquiries respecting the whereabouts of the Republic of Parana, hitherto without success. But if his lordship would kindly inform me where it was, I need hardly say that I would hasten there."

His diplomatic career came to an end with his appointment by Lord John Russell to be Second Secretary at Buenos Aires.

He is said to have replied as follows:—"I have the honour to acknowledge the receipt of your lordship's despatch, informing me of my promotion as Second Secretary to her Majesty's Legation at Buenos Aires. I beg to state that, after residing at Baden-Baden, I can fulfil those duties. I shall be pleased to accept the appointment. As this was the second joke he had played on Lord Russell, he was politely told that there was no further use for his services."

## UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

| ADDRESS                         | FROM          |
|---------------------------------|---------------|
| Banangwhatt                     | Singapore     |
| Chahayonghong Takitau           | Singapore     |
| Chiatoo                         | Singapore     |
| Dadu, Gokenkon Maru             | Shanghai      |
| Duanan, passenger Derf ngor     | Tientsin City |
| Druck                           | Tientsin City |
| Hagcheng, tailor, Wellington    | Singapore     |
| Street                          | Penang        |
| Horsford                        | New York      |
| Italia                          | Amritsar      |
| Jussasingh, 1056, Changar Coy.  | Amritsar      |
| Kokwa yan                       | Newchwang     |
| Kongchontongchuan               | Penang        |
| Longtow jaw Chop Whonghild      | Penang        |
| Kimbooh                         | Cholon        |
| Nguyenhuong Chaz Trinita        | Si gapore     |
| Old Ninole                      | Shanghai      |
| Plunkett                        | Shanghai      |
| Tamsingho, 41, Bonduan Strand   | Berkhamsted   |
| East                            | Singapore     |
| Tongchingfatt                   | Singapore     |
| Tungchi gloong, 10, Queen's Rd. | Singapore     |
| Central                         | Wue zburg     |
| Countess Wier                   | Pagoma        |
| Wingsam                         | Waihaiwei     |
| 6639                            |               |

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

| ADDRESS                   | FROM     |
|---------------------------|----------|
| Chongya                   | Shanghai |
| Penny                     | Kobe     |
| Watkins, 31, Queen's Road | Shanghai |

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## CHURCH SERVICES.

**St. John's Cathedral, Hongkong.** 30th November, 1913. 1st Sunday in Advent. Holy Communion (8.15 a.m.). Matins (11 a.m.). Responses, Psalms, Venite, Hallelujah, Epistles, of the 30th morning; Benedictus, Hosanna, Elzev, Hosanna; Benedictus, Hosanna, Holy Communion (1.45 p.m.). Hymns: 43, 432, and 49; Kyrie, Gloria, Credo, Agnus Dei (5.45 p.m.). (Full Choir) Responses, Psalms, Magnificat, and Nunc Dimittis, Goss in A; Anthem, "Sleepers, wake," Mendelssohn. Hymns: 443 (T 58) and 5; Sevenfold Amen. N.Z.—Psalms 147, verses 1, 7, 12, and 18 in unison; Psalm 149, verses 1, 5, and 6 in unison; Psalm 150, verses 1, 3, and 6 in unison; Psalm 51, verses 2 and 4 in unison. Organ Recital, Tuesday, December 2nd, at 5.30 p.m.

**Union Church, Kennedy Road.** Sunday, November 30th. Morning Service at 11 a.m. Communion after Morning Service at 6 p.m. Preacher, Rev. J. Kirk Macdonald.

**First Church of Christ Scientist, Macdonald Road.** Sunday, 11.15 a.m., Wednesday, 5.30 p.m.

**St. Peter's Church, West Point.** Sunday, November 16th. Holy Communion at 8 a.m. Morning Service and Holy Communion at 11 a.m. Evening Service at 7.30 p.m. at 7.30 p.m. Voluntary Music, Choir, Hymns, 19, 21, 92, and 10.

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Hongkong, 28th November, 1913. [1229]

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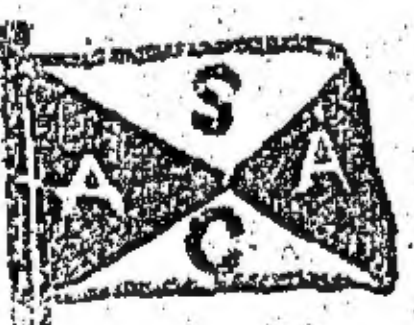
Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "PERSIA," due in London on the 17th January, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 29th November, 1913. [1]

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Hongkong, 29th November, 1913. [1341]

## INDO-CHINA S. NAV. CO., LD.

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**MANILA** ... "YUENSHANG" ... Saturday, 29th Nov., 2 p.m.

**SHANGHAI VIA SWATOW** ... "HANGSANG" ... Sunday, 30th Nov., D'light.

**TIENSHIN** ... "CHONGSHING" ... Monday, 1st Dec., Noon.

**SANDAKAN** ... "HIMANG" ... Wednesday, 3rd Dec., Noon.

**SINGAPORE, PENANG & CALCUTTA "KUMSANG"** ... Wednesday, 3rd Dec., Noon.

**SHANGHAI** ... "CHOYSANG" ... Thursday, 4th Dec., Noon.

**MANILA** ... "LOONGSANG" ... Saturday, 6th Dec., 2 p.m.

**SHANGHAI, KOBE AND MOJI** ... "NAMSANG" ... Tuesday, 10th Dec., 2 p.m.

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Hongkong, 29th November, 1913. [14]

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1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION.                                    | VESSEL'S NAME.   | FLAG & REG. | DEPT. | CAPTAIN.             | FOR FREIGHT APPLY TO.        | TO BE DESPATCHED.        |
|---|------------------|-------------|-------|----------------------|------------------------------|--------------------------|
| LONDON, GLASGOW & ANTWERP                       | GLENTHORPE       | Brit. str.  | —     | R. Webster           | SHEWAN, TOMES & CO.          | On 1st Dec.              |
| LONDON VIA SWATOW PORTS OF CALL                 | ASSAYE           | Brit. str.  | —     | G. J. Caldwell       | P. & O. S. N. Co.            | On 6th Dec., at Noon.    |
| LONDON & ANTWERP VIA SINGAPORE, &c.             | SUNDA            | Brit. str.  | —     | C. E. Irving, R.N.R. | P. & O. S. N. Co.            | About 10th Dec.          |
| LONDON, ROTTERDAM & ANTWERP                     | DEN OF GLAMIS    | Brit. str.  | —     | —                    | JARDINE, MATHESON & CO., LD. | On 23rd Dec.             |
| MARSEILLES, HAVRE & HAMBURG, &c.                | UCKERMARK        | Ger. str.   | L. W. | Rohde                | HAMBURG-AMERICA LINE         | On 4th Dec.              |
| MARSEILLES, BREMEN & HAMBURG, &c.               | WESTHALKA        | Ger. str.   | L. W. | Cornelissen          | HAMBURG-AMERICA LINE         | On 5th Dec.              |
| MARSEILLES VIA SAIGON, SINGAPORE, PORT SAID     | AMAZON           | Ger. str.   | —     | —                    | MESSAGERIES MARITIMES        | On 2nd Dec.              |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c. | MISHIMA MARU     | Ger. str.   | L. W. | —                    | NIPPON YUSEN KAISHA          | On 2nd Dec., at D'light. |
| HAVRE, BREMEN & HAMBURG, &c.                    | SEGOWIA          | Ger. str.   | L. W. | —                    | HAMBURG-AMERICA LINE         | On 2nd Dec.              |
| HAVRE, BREMEN & HAMBURG, &c.                    | AMAZON           | Ger. str.   | L. W. | —                    | HAMBURG-AMERICA LINE         | On 2nd Dec.              |
| ROTTERDAM, EMDEN & HAMBURG, &c.                 | SAMBIA           | Ger. str.   | L. W. | —                    | HAMBURG-AMERICA LINE         | On 2nd Dec.              |
| ROTTERDAM, HAMBURG & ANTWERP, &c.               | BRASILIA         | Ger. str.   | L. W. | —                    | HAMBURG-AMERICA LINE         | On 2nd Dec.              |
| COPENHAGEN, GOTHENBURG & BALIC PORTS            | OSLYON           | Swed. str.  | —     | —                    | —                            | —                        |
| VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.      | AKI MARU         | Yap. str.   | —     | —                    | —                            | —                        |
| VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.       | PANAMA MARU      | Yap. str.   | —     | —                    | —                            | —                        |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'land   | MERTONETH HIRE   | Yap. str.   | —     | —                    | —                            | —                        |
| VICTORIA, B.C. & TACOMA VIA JAPAN, &c.          | SEATTLE MARU     | Yap. str.   | —     | —                    | —                            | —                        |
| TRIESTE, Fiume, Venice via SINGAPORE, &c.       | NIPPON           | Yap. str.   | —     | —                    | —                            | —                        |
| TRIESTE, Fiume, Venice via SINGAPORE, &c.       | AFRICA           | Yap. str.   | —     | —                    | —                            | —                        |
| NEW YORK VIA PORTS & SUEZ CANAL                 | INDRA            | Yap. str.   | —     | —                    | —                            | —                        |
| BOSTON & NEW YORK                               | MONCASTER CASTLE | Brit. str.  | —     | —                    | —                            | —                        |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.              | EXPRESS OF ASIA  | Brit. str.  | 2 m.  | —                    | —                            | —                        |
| VANCOUVER VIA SHANGHAI, JAPAN, &c.              | HTACHI MARU      | Brit. str.  | 2 m.  | —                    | —                            | —                        |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.         | SHIMO MARU       | Yap. str.   | —     | —                    | —                            | —                        |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.         | KORBA            | Yap. str.   | —     | —                    | —                            | —                        |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.         | SIBERIA          | Yap. str.   | —     | —                    | —                            | —                        |
| AUSTRALIAN PORTS VIA MANILA                     | PRINCE WALDEMAR  | Ger. str.   | —     | —                    | —                            | —                        |
| AUSTRALIAN PORTS VIA MANILA                     | TAITUAN          | Ger. str.   | 1 m.  | —                    | —                            | —                        |
| AUSTRALIAN PORTS VIA MANILA                     | ST. ALBANS       | Ger. str.   | —     | —                    | —                            | —                        |
| MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN       | KUMANO MARU      | Yap. str.   | —     | —                    | —                            | —                        |
| JAPAN   | TIJANAS          | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | LANGOON MARU     | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | HTACHI MARU      | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | CORONA           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | E. F. FERDINAND  | Yap. str.   | —     | —                    | —                            | —                        |
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| Kobe & YOKOHAMA                                 | TANGO MARU       | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | CHONGSHING       | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | YINGCHOW         | Yap. str.   | 1 m.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | SINLA            | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | CANDIA           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | LANGSANG         | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | POLYNESIAN       | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | SHAOHSHING       | Yap. str.   | 1 m.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | CANTON           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | EMDEN            | Ger. str.   | L. W. | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | CHONGSHING       | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | LUCHOW           | Yap. str.   | 1 m.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | DELTA            | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | HANYANG          | Yap. str.   | 1 m.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | TOSA MARU        | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | ARHUI            | Yap. str.   | 1 m.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | YANGTSE          | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | CEYLON           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | TIJODAS          | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | SOCHO MARU       | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | KAIJO MARU       | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | DAIJIN MARU      | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | HAIRANG          | Yap. str.   | 2 h.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | HAITAN           | Yap. str.   | 2 h.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | HAICHING         | Yap. str.   | 2 h.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | YUENSANG         | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | TAMING           | Yap. str.   | 1 m.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | CEYLON           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | LEONGSANG        | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | ZAPIRO           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | TIJANAS          | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | BOMRAT MARU      | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | LUZON MARU       | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | KUTSANG          | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | SANUKI MARU      | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | YOKUBA           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | KUMANO           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | BOENHO           | Yap. str.   | —     | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | KAIPOONG         | Yap. str.   | 1 m.  | —                    | —                            | —                        |
| Kobe & YOKOHAMA                                 | HINSANG          | Yap. str.   | —     | —                    | —                            | —                        |

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

| TO VANCOUVER       |               |          |          | TO L'POOL |          |           |               | FROM L'POOL |               |                    |               | FROM VANCOUVER |         |          |          |
|--------------------|---------------|----------|----------|-----------|----------|-----------|---------------|-------------|---------------|--------------------|---------------|----------------|---------|----------|----------|
| Steamers           | Hongkong      | Shanghai | Nagasaki | Kobe      | Yokohama | Vancouver | St. John N.B. | Liverpool   | St. John N.B. | Steamers           | Vancouver     | Yokohama       | Kobe    | Nagasaki | Hongkong |
| EMPERESS OF ASIA   | Leave 4 Dec.  | 7        | 10 Dec.  | 12 Dec.   | 21 Dec.  | 27 Dec.   | 3 Jan.        | 7 Nov.      | 14 Nov.       | EMPERESS OF JAPAN  | Leave 19 Nov. | 3 Dec.         | 4 Dec.  | 6 Dec.   | 8 Dec.   |
| EMPERESS OF JAPAN  | Leave 18 Dec. | —        | 23 Dec.  | 27 Dec.   | 8 Jan.   | 14 Jan.   | 21 Jan.       | 21 Nov.     | 28 Nov.       | EMPERESS OF RUSSIA | Leave 4 Dec.  | 15 Dec.        | 16 Dec. | 18 Dec.  | 20 Dec.  |
| EMPERESS OF RUSSIA | Leave 1 Jan.  | —        | 7 Jan.   | 9 Jan.    | 18 Jan.  | 24 Jan.   | 31 Jan.       | —           | —             | MONTEAGLE          | Leave 11 Dec. | 27 Dec.        | 30 Dec. | 1 Jan.   | 4 Jan.   |
| MONTEAGLE          | Leave 15 Jan. | —        | 22 Jan.  | 25 Jan.   | 8 Feb.   | 14 Feb.   | 21 Feb.       | 6 Dec.      | 13 Dec.       | EMPERESS OF INDIA  | Leave 18 Dec. | 1 Jan.         | 2 Jan.  | 4 Jan.   | 6 Jan.   |
| EMPERESS OF INDIA  | Leave 29 Jan. | —        | 5 Feb.   | 7 Feb.    | 19 Feb.  | 25 Feb.   | 4 Mar.        | —           | —             | EMPERESS OF ASIA   | Leave 25 Dec. | 31 Dec.        | 2 Jan.  | 4 Jan.   | 6 Jan.   |

## PASSAGE ON HONGKONG TO LONDON.

VIA ST. JOHN, N.B. VIA NEW YORK.

|                   |                        |        |        |
|-------------------|------------------------|--------|--------|
| EMPERESS OF R.    | Meals and Sleeping     | £71.10 | £71.10 |
| EMPERESS OF ASIA  | Car Berth across       | £65    | £65    |
| EMPERESS OF INDIA | Canada £25 additional. | £43    | £45    |
| EMPERESS OF JAPAN |                        |        |        |
| MONTEAGLE         |                        |        |        |

Hour of Departure.—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the

PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

## THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are now quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Saloon, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic steamers "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

## SHIPPING

## ARRIVALS.

CANDIA, British str., 4.15, R. E. Peel, 28th November—London 11th October, General.—P. & O. S. N. Co.

DUNERA, British str., 3.40, E. G. M. Dickinson, 28th November—Calcutta 13th November, General.—David Sassoon & Co.

E. F. FERDINAND, Austrian str., 3.00, P. W. Leva, 28th November—Singapore, General.—Sander, Wilber & Co.

ELGEN, Norwegian str., 3.3, K. Fingalsen, 28th November—Dairen 22nd November, General.—Chinese.

HAIMUN, British str., 6.25, J. W. Evans, 28th November—Swatow 27th November, General.—Douglas, Macraik & Co.

KATHIE, German str., 1.20, P. E. Christensen, 27th November—Hongkong 14th November, Coal.—Jensen & Co.

TAMING, British str., 1.15, G. H. Pennefather, 28th November—Manila 25th November, General.—Butterfield & Swire.

WHUR, British str., 1.35, Howard, 28th November—Nanchang 20th November, General.—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

November 28th.

ANNA, Norwegian str., for Bangkok.

ANTHUS, British str., for London.

BENMOH, British str., for London.

CANTON MARU, Japanese str., for Moji.

DUNER, Norwegian str., for Bangkok.

ELGEN, Norwegian str., for Canton.

KATHIE, German str., for Hongkong.

LAHUTS, British str., for Saigon.

## DEPARTURES.

November 28th.

CHOWTAI, German str., for Singapore.

DEN OF GLAMIS, British str., for Manila.

GREGORY APCAR, British str., for Moji.

HACHING, British str., for Swatow.

HONGKONG M., Japanese str., for San Francisco.

INDRAMAYO, Br. str., for San Francisco.

KATHIE, German str., for Canton.

KUTSANG, British str., for Tientsin.

PRINCESS ALICE, German str., for Yokohama.

SIBERIA, German str., for Portland.

SUNGKING, British str., for Hoihow.

YINGCHOW, British str., for Canton.

## SHIPPING REPORTS.

The British str. Taming reports: Fresh monsoon and high sea.

The British str. Haimun reports: Strong E.N.E. wind and rough sea, clear weather.

## PASSENGERS.

ARRIVED.

Per Taming, from Manila, Mr. G. Dean.

Per Dunera, from Calcutta, Mr. Arakie and Mrs. Sassoon.

DEPARTED.

Per Hongkong Maru, for San Francisco, etc., Mr. and Mrs. J. Reynolds, Master Reynolds, Mr. Fingue, Capt. Weihe, Mr. W. Chandler, Mrs. MacChes, Mr. Allen, Mr. and Mrs. H. D. Needler, 5 children and nurse, Mr. and Mrs. H. L. Alexander, Mr. and Mrs. C. L. Satz, Mr. J. Niednagel, Mr. Stenzkowski, Mr. W. J. Heller, Mr. A. A. Hagerman, Mr. A. Hunter, Mr. T. Osgood, Rev. G. Powell, Rev. T. Vandermere, Rev. F. Van Manen, Rev. G. Tesler, Rev. J. Vincent and Rev. J. Vianee.

## LATEST STEAMER MOVEMENTS.

The T.K.K. str. Shingo Maru, which left San Francisco on the 30th October, is expected to arrive at this port via Honolulu, Japan Ports and Manila on the 29th November, at 7.30 a.m.

The H.A.L. str. Sambla left Shanghai on the 28th November, a.m., and may be expected here on or about the 1st December, p.m.

The C.P.R. str. Empress of India left Kobe on the 27th November, at noon, and is due to arrive at Shimidzu on the 28th November, at 6 a.m.

The A.L. str. Nippon left Shanghai for this port on the 28th November, and will arrive here on or about the 1st December.







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR   | STEAMERS   | TO SAIL                                    | REMARKS                                |
|---|--|--|--|
| SHANGHAI, MOJI, KOBE<br>AND YOKOHAMA  | (SIMLA)<br>Capt. G. Phillips<br>(CANDIA)<br>Capt. R. E. Peel | About<br>29th Nov.<br>D'light<br>30th Nov. | Freight and<br>Passage.<br>Cargo only. |
| SHANGHAI  | (DELTA)<br>Capt. W. R. Le Mare, R.N.R.                       | About<br>4th Dec.                          | Freight and<br>Passage.                |
| LONDON VIA USUAL PORTS<br>OF CALL   | (ASSAYE)<br>Capt. G. J. Caldwell                             | Nov.<br>6th Dec.                           | See Special<br>Advertisement.          |
| LONDON AND ANTWERP VIA<br>SINGAPORE, PENANG,<br>COLOMBO, PORT SAID,<br>& MARSEILLES | (SUNDA)<br>Capt. C. E. Irving, R.N.R.                        | About<br>10th Dec.                         | Freight and<br>Passage.                |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

**E. A. HEWETT,**  
Superintendent.

Hongkong, 29th November, 1913.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR                     | STEAMERS   | TO SAIL                |
|-------------------------|------------|------------------------|
| SHANGHAI & TSINGTAU     | "YINGCHOW" | On 29th Nov., M'night. |
| HAIPHONG                | "KAIFONG"  | On 2nd Dec., 10 A.M.   |
| MANILA, CEBU AND ILOILO | "TAMING"   | On 2nd Dec., 4 P.M.    |
| SHANGHAI                | "SHACHENG" | On 2nd Dec., 4 P.M.    |
| SHANGHAI & TSINGTAU     | "LUCHOW"   | On 4th Dec., 4 P.M.    |
| SHANGHAI                | "HANYANG"  | On 6th Dec., M'night.  |
| SHANGHAI                | "ANHUI"    | On 11th Dec., 4 P.M.   |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong, and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.E.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 29th November, 1913. TELEPHONE 36. AGENTS. [7]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

| STEAMER    | ARRIVE HONGKONG<br>FROM AUSTRALIA | LEAVE HONGKONG<br>FOR AUSTRALIA |
|------------|-----------------------------------|---------------------------------|
| ST. ALBANS |                                   | On 11th Dec., 10 A.M.           |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,  
via STRAITS AND COLOMBO,  
to MARSEILLES, HAVRE, BREMEN AND HAMBURG and to NEW YORK  
and from MANILA, HONGKONG AND JAPAN to  
VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Lazavies, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD.                          | HOMEWARD.                         |
|-----------------------------------|-----------------------------------|
| FOR SHANGHAI, KOBE AND YOKOHAMA:  | FOR ROTTERDAM, EMDEN & HAMBURG:   |
| S.S. EMDEN ... 2nd Dec.           | S.S. SAMBIA ... 2nd Dec.          |
| S.S. SILESTIA ... 18th Dec.       | S.S. SEGROVIA ... 2nd Dec.        |
| S.S. PREUSSEN ... 30th Dec.       | FOR HAVRE, BREMEN & HAMBURG:      |
| S.S. O. J. D. AHLERS ... 9th Jan. | S.S. UCKERMARKE ... 4th Dec.      |
| S.S. BELGRAVIA ... 13th Jan.      | FOR MARSEILLES, BREMEN & HAMBURG: |
| S.S. SPEZIA ... 23rd Jan.         | S.S. WESTPHALIA ... 5th Dec.      |
| S.S. SCANDIA ... 9th Feb.         | FOR ROTTERDAM, HAMBURG & ANTWERP: |
| S.S. ROERDE ... 24th Feb.         | S.S. BRASILLIA ... 15th Dec.      |
| S.S. BAYERN ... 2nd Mar.          | FOR HAVRE, EMDEN & HAMBURG:       |
|                                   | S.S. ISTRIA ... 20th Dec.         |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP  | CAPTAIN              | LEAVING                       |
|------------|----------------------|-------------------------------|
| "HAIYANG"  | Capt. A. E. Hodgins  | TUESDAY, 2nd Dec., at 11 A.M. |
| "HAITAN"   | Capt. J. S. Roscoe   | FRIDAY, 5th Dec., at 11 A.M.  |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 9th Dec., at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

|          |                   |                                   |
|----------|-------------------|-----------------------------------|
| "HAIMUN" | Capt. J. W. Evans | (SUNDAY, 30th Nov., at 10 A.M.)   |
|          |                   | (WEDNESDAY, 3rd Dec., at 11 A.M.) |

Steamers will arrive at and Depart from the Company's Wharf (near Blako Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 29th November, 1913.

# TOYO KISEN KAISHA.



## SAN FRANCISCO LINE.

### VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamer        | Displacement Tons and Speed. | Leave Hongkong    |
|----------------|------------------------------|-------------------|
| SHINYO MARU    | 22,000—21 knots              | THURS., 4th Dec.  |
| CHIYO MARU     | 22,000—21 knots              | MON., 22nd Dec.   |
| *NIPPON MARU   | 11,000—18 knots              | WEDDAY, 14th Jan. |
| TENYO MARU     | 22,000—21 knots              | SATUR., 17th Jan. |
| *HONGKONG MARU | 11,000—18 knots              |                   |

\* INTERMEDIATE SERVICE via MANILA, Omitting Shanghai.

All Steamers will be despatched at NOON.

|                         |        |                         |
|-------------------------|--------|-------------------------|
| FIRST CLASS TO LONDON   | £71.10 | RETURN (6 MONTHS) £120. |
| INTERMEDIATE "          | £65.   | " " £109.               |
| FIRST CLASS TO NEW YORK | £60.   | " " £96.10.             |
| " " " SAN FRANCISCO     | £45.   | " " £68.                |

The INTERMEDIATE FARES TO NEW YORK AND SAN FRANCISCO  
are £9 lower for Single Journey and £14 lower for Return from above Rates.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from  
San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers  
of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,  
MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines  
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,  
SALINA CRUZ, CALLAO, IQUIQUE, AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

| Steamer   | Displacement Tons and Speed | Leave Hongkong              |
|-----------|-----------------------------|-----------------------------|
| ANYO MARU | 18,500—15 knots             | WEDNESDAY, 10th Dec., Noon. |

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,  
Klug's Building.

TELEPHONE 291.



## SAN FRANCISCO

### SCENIC ROUTE

TRANS-PACIFIC

## TOYO KISEN KAISHA

TRANS-CONTINENTAL

## WESTERN PACIFIC

## DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

| Steamer          | Tonnage | Speed |
|------------------|---------|-------|
| S.S. TENYO MARU  | 22,000  | 21    |
| S.S. CHIYO MARU  | 22,000  | 21    |
| S.S. SHINYO MARU | 22,000  | 21    |

INTERMEDIATE SERVICE.

|                    |        |    |
|--------------------|--------|----|
| S.S. NIPPON MARU   | 11,000 | 18 |
| S.S. HONGKONG MARU | 11,000 | 18 |

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,

PHILIPPINES AND THE FAR EAST, VIA HONOLULU.  
These Vessels present the Earliest Advance in the Science of Shipbuilding, being  
Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment  
of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in  
every Berth, Electric Fans in every Stateroom, Open Air Gymnasium, Moving Picture  
Laundry, Nursery and Playground for Children, Brass Band, Porcelain Bathrooms, Steam  
Shows, Swimming Tanks, Orchestra, Concerts. Perfect Service—Unequaled Cuisine.

## WESTERN PACIFIC—DENVER AND

## RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the  
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City  
and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist's Sleepers.  
Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New  
Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the  
Sierras—Feather River Canyon and the Royal Gorge of Colorado. Convenient connections  
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for  
Ticket form No. 628.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.  
S.S. "AFRICA," 8,640 tons, will leave as above on 15th Dec., at 4 P.M.  
Superior accommodation for 1st, and 2nd class passengers, no extra, no tips, no inside cabins.  
Stowage, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA  
STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.  
S.S. "NIPPON," 13,900 tons, will leave as above about 2nd December.  
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon  
Passengers. No extra. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.  
BY SIMPLON EXPRESS:  
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £31.5, II £21.6,  
III £17.10.  
BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Birm. or Bologno, Class I £31.5, II £21.9,  
III £17.10.  
BY SEMBRING EXPRESS:  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £31.1, II £21.9,  
III £17.10.  
BY TAUBER EXPRESS:  
Via Munich, Cologne, Hook or Flushing, Class I £31.1, II £21.9,  
III £17.10.

TO SHANGHAI  
S.S. "AFRICA," 8,640 tons, will leave as above on 1st December, at 6 A.M.  
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI YOKOHAMA  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 27th November.  
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER WIELER & Co., AGENTS,  
Hongkong, 18th November, 1913. [12]

# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

| FOR   | STEAMERS                             | TONS  | TO SAIL                            |
|---|--------------------------------------|-------|------------------------------------|
| MANILA, YAP, MARONN, SAMA-<br>RAI, NEWGUINEA, BRISBANE,<br>SYDNEY and MELBOURNE | "PRINZ WALDEMAR,"<br>Capt. H. BREMER | 6,100 | {Saturday, 29th<br>Nov., at 9 A.M. |

|                                  |                                |       |                                  |
|----------------------------------|--------------------------------|-------|----------------------------------|
| KOBE                             | "COBLENZ,"<br>Capt. L. KUGENIS | 6,750 | {About Tuesday,<br>9th Dec.      |
| JESSELTON, KUDAT and<br>SANDAKAN | "BORNEO,"<br>Capt. J. KOBELER  | 5,000 | {Tuesday, 2nd<br>Dec., at 9 A.M. |

All the Steamers of the European Line are fitted with Wireless Telegraphic  
New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 28th November 1913. [14]

## PASSENGER SEASON 1914.

## NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

## MAGNIFICENT FAST LINERS.

| STEAMSHIP       | DISPLACEMENT | TONS | ON               |
|-----------------|--------------|------|------------------|
| *"PRINZ LUDWIG" | 18,300       | TONS | ON FEBRUARY 3RD. |

|          |        |                   |
|----------|--------|-------------------|
| "GOEBEN" | 17,300 | ON FEBRUARY 18TH. |
|----------|--------|-------------------|

|                |        |               |
|----------------|--------|---------------|
| *"DERFFLINGER" | 17,250 | ON MARCH 3RD. |
|----------------|--------|---------------|

|          |        |                |
|----------|--------|----------------|
| "KLEIST" | 17,000 | ON MARCH 18TH. |
|----------|--------|----------------|

|                          |        |                |
|--------------------------|--------|----------------|
| *"PRINZ EITEL FRIEDRICH" | 17,000 | ON MARCH 31ST. |
|--------------------------|--------|----------------|

|        |        |                |
|--------|--------|----------------|
| "YORK" | 17,000 | ON APRIL 15TH. |
|--------|--------|----------------|

|                   |        |                |
|-------------------|--------|----------------|
| *"PRINZESS ALICE" | 20,300 | ON APRIL 28TH. |
|-------------------|--------|----------------|

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE  
FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy,  
(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELCHERS &amp; Co., GENERAL AGENTS,

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913. [118]

## SHIPPING IN PORT.

ANTILLOCHUS, British str., 5,806, G. A.  
Flynn, 23rd November—Seattle 29th  
October, General—Butterfield &  
Swire.

AKI MARI, Japanese str., 3,995, J. Noma,  
23rd November—Shanghai 20th  
November, General—Nippon Yusen  
Kaisha.

BAYERN, Russian str., 904, P. S. Biding,  
19th November—Wakamatsu 15th  
November, Coal—Aagaard, Thoresen  
& Co.

BEACHT, British str., 2,977, J. P. Tappin, 21st  
November—Pulo Laut 15th November,  
Sugar—Doddwell & Co.

BORNEO, German str., 1,344, Joh. Koehler,  
24th November—Sandakan 17th  
November, Timber—Melchers & Co.

CANTON MARU, Japanese str., 1,997, S.  
Fujii, 26th November—Imari 20th  
November, Coal—Mitsui Bishi Goshi  
Kaisha.

CHONGSHING, British str., 1,256, V. McC,  
19th November—Weihaiwei 21st  
November, General—Jardine,  
Matheson & Co.

CINGCHOW, British str., 1,356, Doyle,  
18th November—Kwang Yen 15th  
November, Stone—Shewan, Tomes &  
Co.

DALIX MARU, Japanese str., 840, Mura-  
kami, 26th November—Swatow 25th  
November, General—Osaka Shosen  
Kaisha.

EMPEROR OF ASIA, British str., 16,906, S.  
Robertson, 24th November—Vancouver  
5th November, General—Canadian  
Pacific Railway Co.

ERKOL, British str., 2,853, L. James, 22nd  
November—Java 19th November,  
Sugar—Java-China-Japan Lijn.

HANGANG, British str., 1,356, S. Wilde,  
25th November—Shanghai 22nd  
November, General—Jardine, Mathe-  
son & Co.

HANOI, French str., 739, Ch. Le Chevalier,  
26th November—Pakhoi 25th Novem-  
ber, General—A. R. Marty.

KENKON MARU No. 11, Japanese str., 2,131,  
T. Yamamoto, 25th November—Java  
13th November, Sugar—Order.

KUJISANG, British str., 2,077, E. S. Schenk,  
25th November—Mojito 20th November,  
Coal and General—Jardine, Mathe-  
son & Co.

KWANGLEE, Chinese str., 1,336, Stewart,  
19th November—Shanghai 16th  
November, General—Chinese.

LYEAMON, German str., 1,236, O. Sach,  
20th November—Saigon 16th Novem-  
ber, Rice—Chinese.

MAVRANG, British str., 1,414, G. H. Alcock,  
20th November—Sandakan 13th  
November, General—Jardine, Mathe-  
son & Co.

NINRO, British str., 1,428, Pickard, 23rd  
November—Chefoo 18th November,  
General—Butterfield & Swire.

PHUENHAT, British str., 1,065, N. C.  
Bird, 22nd November—Saigon 17th  
November, Rice and General—  
Chinese.

QUANTA, German str., 1,145, H. Madser,  
27th November—Saigon 20th Novem-  
ber, Rice—Chinese.

SABING RICKMERS, Dutch str., 573, B. Y.  
Jagt, 25th November—Singapore 18th  
November, Bulk Oil—Asiatic Petro-  
leum Co.

TAIYUAN, British str., 2,000, W. B. Brown,  
27th November—Sydney 3rd Novem-  
ber, General—Butterfield & Swire.

TAMON MARU No. 6, Japanese str., 2,118,  
D. Nimie, 27th November—Saigon  
20th November, Rice and General—  
Mitsui Bussan Kaisha.

TATSUTA, Japanese gunboat, 850, Arima,  
29th November—Shanghai 22nd  
November.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on  
the 15th November, at 2 p.m., and may  
be expected here on or about the 8th  
December.

The E. & A. str. *Eastern* left Sydney  
for this port (via Queensland Ports,  
Port Darwin and Manila) on the 16th  
November, and may be expected to arrive  
here on or about 13th December.

The N.Y.K. str. *Tango Maru* (Austra-  
lian Line) left Sydney for this port via  
ports on the 26th November, and is ex-  
pected here on the 15th December, a.m.

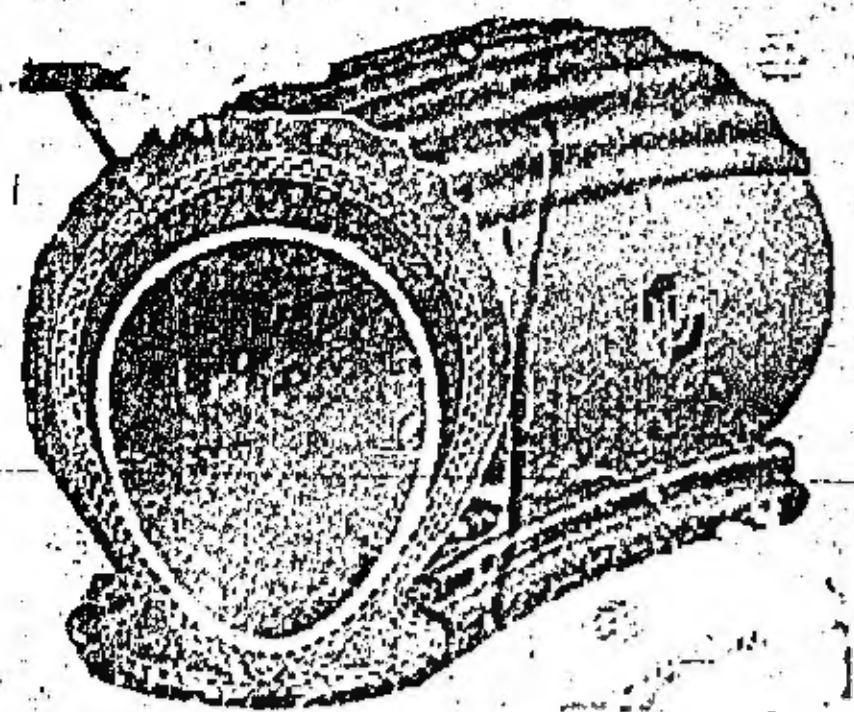
The P. & O. str. *Singa* left Singapore  
for this port on the 23rd November, at  
1:30 p.m., and is due here on the 29th  
November, at about 5 a.m.

The N.Y.K. str. *Bombay Maru* (Bombay  
Line) left Moji for this port on the 24th  
November, and is expected here on the  
29th November.

The str. *Rubi* left Manila on the 26th  
November, and is due here on the 29th  
November, daylight.



## PETER UNION



## RICKSHAW TYRES

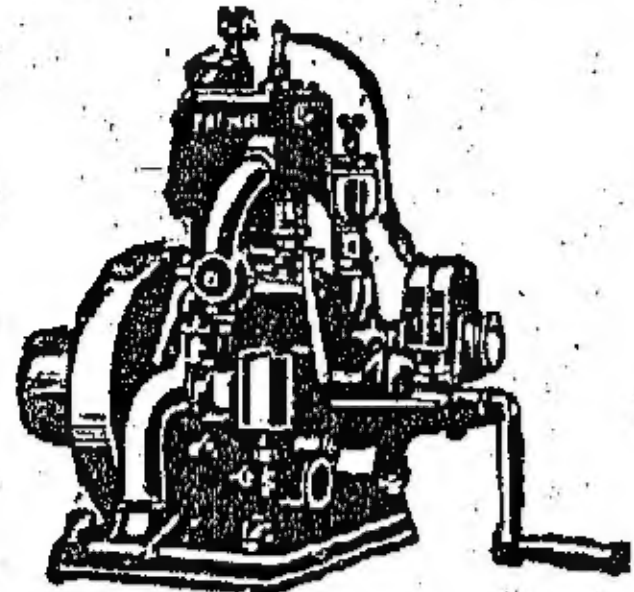
ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 24th November, 1913.

[44-35]



## FAFNIR WORKS

AACHEN.

## CRUDE OIL MOTORS

of really reliable Type.

## MARINE MOTORS.

## RICKSHAW AND

## BICYCLE SPOKES.

Represented by—

HUGO C. A. FROMM.

20, DES VŒUX ROAD CENTRAL, 1st Floor.

[44-47]

Hongkong, 24th November, 1913.

## NATURA MILK

LION



BRAND

## BEST STERILIZED MILK

ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

TEL. 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 24th November, 1913.

[44-45]

## POST OFFICE NOTICE.

## CHRISTMAS MAIL.

The Public are informed that the Christmas Mail to the United Kingdom and Countries beyond will be closed at this Office at 10.30 a.m., on the 4th December, and is due to reach London on the 24th December.

It is requested that the posting may be done as early as possible.

Found in the Counter Drop Box of the Postal Hall, G. P. O., a packet containing Post Cards only bearing no Stamp, addressed to Messrs. Philip Leslie & Co., Richmond, London. The sender is requested to call at the G. P. O. and frank the same.

\* Specially superscribed correspondence only.

The *Polynesian*, with the *FRENCH MAIL* is due to arrive here on Monday, the 1st December, at 6 a.m.

| FOR  | PER            | DATE                       |
|--|----------------|----------------------------|
| Philippine Islands, Yap, Marana, Fricorich, Wihahshafen, Tabana, Hor, bertobhe, Matupi, Samara, Tamsana, New Zealand, Australia via Brisbane | Prins Waldemar | Saturday, 29th, 8.00 A.M.  |
| Philippine Islands   | Antiochus      | Saturday, 29th, 9.00 A.M.  |
| Philippine Islands   | Kutsum         | Saturday, 29th, 11.00 A.M. |
| Philippine Islands   | Kutsum         | Saturday, 29th, 1.00 P.M.  |
| Philippine Islands   | Taitau         | Saturday, 29th, 3.00 P.M.  |
| Philippine Islands   | E.F. Ferdinand | Saturday, 29th, 5.00 P.M.  |
| Shanghai, North China, and Japan via Yokohama (EUROPE VIA SIBERIA)   | Simla          | Saturday, 29th, 4.00 P.M.  |
| Shanghai, North China, and Japan via Moji  | Yingchow       | Saturday, 29th, 5.00 P.M.  |
| Shanghai, North China, and Japan via Moji  | Hangchow       | Saturday, 29th, 5.00 P.M.  |
| Batavia, Samarang, and Soerabaya   | Erroll         | Saturday, 29th, 5.00 P.M.  |
| Shanghai, North China, and Japan via Moji  | Candia         | Saturday, 29th, 5.00 P.M.  |
| Saigon   | Lycemoo        | Saturday, 29th, 5.00 P.M.  |
| Japan via Moji   | Becky          | Saturday, 29th, 5.00 P.M.  |
| Swatow, Amoy and Formosa via Fuzhou  | Dajin Moru     | Sunday, 30th, 9.00 A.M.    |
| Swatow   | Hawson         | Sunday, 30th, 9.00 A.M.    |
| *Tientsin  | Chowching      | Monday, 1st, 11.00 A.M.    |
| Shanghai and North China   | Africa         | Monday, 1st, 3.00 P.M.     |
| Japan via Kobe, *Victoria, *Tacoma, *Yanconver and Seattle   | Aja            | Monday, 1st, 3.00 P.M.     |
| SHANGHAI, NORTH CHINA, AND JAPAN via Kobe  | Polynesian     | Monday, 1st, 4.00 P.M.     |
| Durban   | Drumeltan      | Monday, 1st, 5.00 P.M.     |
| Jessellton, Kadal and Sandakan   | Borneo         | Tuesday, 2nd, 8.00 A.M.    |
| Haiphong and Fuzhou  | Katong         | Tuesday, 2nd, 9.00 A.M.    |
| Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin  | Taiyuan        | Tuesday, 2nd, 9.00 A.M.    |
| Swatow, Amoy and Fuzhou  | Haiyang        | Tuesday, 2nd, 10.00 A.M.   |
| Shanghai, North China, *Japan via Moji, *Victoria, B.O., and *Seattle (Wash.)  | Aki Maru       | Tuesday, 2nd, 10.00 A.M.   |

SAIGON, STRAITS, CEYLON, ADELIADE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

|  |                 |                            |
|--|-----------------|----------------------------|
| Philippine Islands   | Taming          | Tuesday, 2nd, 3.00 P.M.    |
| Shanghai and North China   | Shanghai        | Tuesday, 2nd, 3.00 P.M.    |
| Batavia, Samarang, and Soerabaya   | Tymahi          | Tuesday, 2nd, 4.00 P.M.    |
| Swatow   | Mishima Maru    | Tuesday, 2nd, 5.00 P.M.    |
| *Sandakan  | Amoy            | Wednesday, 3rd, 10.00 A.M. |
| Swatow and India via Calcutta  | Kutsum          | Wednesday, 3rd, 11.00 A.M. |
| Philippine Islands   | Rubi            | Wednesday, 3rd, 3.00 P.M.  |
| Shanghai and North China   | Chowching       | Thursday, 4th, 10.00 A.M.  |
| SHANGHAI, NORTH CHINA, JAPAN via NAUASARI, UNITED STATES, SOUTH AMERICA, and CANADA via VANCOUVER (EUROPE VIA SIBERIA) | Empress of Asia | Thursday, 4th, 10.00 A.M.  |
| Japan via Yokohama   | Dunera          | Thursday, 4th, 10.00 A.M.  |
| Shanghai and North China   | Lushow          | Thursday, 4th, 3.00 P.M.   |
| Swatow, Amoy and Fuzhou  | Haitan          | Friday, 5th, 10.00 A.M.    |

SAIGON, STRAITS, CEYLON, ADELIADE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON, Extra postage 10 cents) (Supplementary mail on board up to the time used for departure of the mail Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel mail will be closed on Friday, the 5th Dec. at 5 p.m.

## COMMERCIAL

## CLOSING QUOTATIONS.

November 28th

|                                  |          |
|----------------------------------|----------|
| ON LONDON:                       |          |
| Telegraphic Transfer             | 1/11 1/2 |
| Bank Bills, on demand            | 1/11 1/2 |
| Bank Bills, at 30 days sight     | 1/11 1/2 |
| Bank Bills, at 4 months sight    | 1/11 1/2 |
| Credit, at 4 months sight        | 1/11 1/2 |
| Documentary Bills 9 months sight | 1/11 1/2 |
| ON PARIS:                        |          |
| Bank Bills, on demand            | 247      |
| Credit, at 4 months sight        | 52       |
| ON GERMANY:                      |          |
| On demand                        | 200      |
| ON NEW YORK:                     |          |
| Bank Bills, on demand            | 47 1/2   |
| Credit, at 60 days sight         | 48 1/2   |
| ON HONGKONG:                     |          |
| Telegraphic Transfer             | 145 1/2  |
| Bank, on demand                  | 145 1/2  |
| ON CALCUTTA:                     |          |
| Telegraphic Transfer             | 145 1/2  |
| Bank, on demand                  | 145 1/2  |
| ON SHANGHAI:                     |          |
| Bank, at sight                   | 73 1/2   |
| Private, 30 days sight           | 74 1/2   |
| ON YOKOHAMA:                     |          |
| On demand                        | 95 1/2   |
| ON MANILA:                       |          |
| On demand                        | 95 1/2   |
| ON BANGALORE:                    |          |
| On demand                        | 118      |
| ON BATAVIA:                      |          |
| On demand                        | 1 1/2 pm |
| ON HAITHONG:                     |          |
| On demand                        | 79       |
| ON SAIGON:                       |          |
| On demand                        | 79       |
| SOVEREIGNS, Bank's Buying Rate   | \$10.20  |
| GOLD LEAF, 100 fine, per tola    | \$53.50  |
| SILVER, per oz.                  | 263      |

## SUBSIDIARY COINS.

|          |                 |                 |
|----------|-----------------|-----------------|
| Chinese  | 20 cents pieces | \$5.10 discount |
| Chinese  | 10 "            | \$5.10 discount |
| Hongkong | 20 "            | \$6.50          |
| Hongkong | 10 "            | \$8.90          |

## MAILS VIA SIBERIA.

|               |               |
|---------------|---------------|
| London        | Due           |
| Shanghai      | Due           |
| November 28th | November 24th |

## SHARE LIST—QUOTATIONS.

HONGKONG, 28th NOVEMBER, 1913.

| STOCKS.   | NO. OF SHARES. | VALUE    | PAID UP. | CLOSING QUOTA.                 | RETURN ON BASIS OF LAST DIVD. |
|---|----------------|----------|----------|--------------------------------|-------------------------------|
| BANKS—  |                |          |          |                                |                               |
| Hongkong & Shanghai Bank Corporation                          | 120,000        | \$125    | all      | \$790, and buy. (L. Dec \$790) | 5 1/2 p.c.                    |
| China Bank Corporation, Limited                               | 60,000         | \$12     | all      | \$91                           | 8 1/2 p.c.                    |
| China Light and Power Company, Ltd.                           | 50,000         | \$5      | all      | \$4 1/2                        |                               |
| China Provident Loan and Mortgage Co., Ltd.                   | 200,000        | \$10     | all      | \$87, sales                    | 7 1/2 p.c.                    |
| COTTON MILLS—   |                |          |          |                                |                               |
| Ewo Cotton Spinning & Weaving Co., Ltd.                       | 80,000         | Tia. 50  | all      | Tia. 148                       |                               |
| Hongkong Cotton Spinning Co., Ltd.                            | 125,000        | \$10     | all      | \$9, sellers                   | 5 p.c.                        |
| Dairy Farm Company, Limited                                   | 40,000         | \$7 1/2  | all      | \$27, buyers                   | 5 p.c.                        |
| DOCKS AND WHARVES—  |                |          |          |                                |                               |
| Hongkong & Wharves Co., Ltd.                                  | 60,000         | \$50     | all      | \$90, sellers                  | 5 p.c.                        |
| Hongkong & Wharves Co., Ltd.                                  | 50,000         | \$50     | all      | \$74, buyers                   | 3 p.c.                        |
| New Amoy Dock Co., Limited                                    | 10,000         | \$50     | all      | \$58                           | 7 1/2 p.c.                    |
| Shai, Duck and Engineering Co., Ltd.                          | 35,000         | Tia. 100 | all      | Tia. 54                        |                               |
| Shai and Hongkong Wharf Co., Ltd.                             | 35,000         | \$10     | all      | \$152 1/2, buyers              | 4 p.c.                        |
| Green Island Cement Co., Limited                              | 400,000        | \$10     | all      | \$45, buyers                   | 5 p.c.                        |
| Hongkong Electric Co., Limited                                | 60,000         | \$10     | all      | \$125, sales                   | 5 p.c.                        |
| Hongkong Hotel Company Limited                                | 12,000         | \$50     | all      | \$85, buyers                   | 5 p.c.                        |
| Manila Metropole Hotel, Limited                               | 15,000         | Ps. 10   | all      | Ps. 135, buyers                | 5 1/2 p.c.                    |
| Hongkong Ice Company, Limited                                 | 5,000          | \$25     | all      | \$152 1/2, buyers              | 9 1/2 p.c.                    |
| Hongkong Rope Manufacturing Co., Ltd.                         | 60,000         | \$10     | all      | \$22 1/2                       |                               |
| Hongkong & South China Steamship Co., Ltd.                    | 15,000         | \$10     | all      | \$2                            |                               |
| Hongkong Steel Foundry Co., Ltd.                              | 15,000         | \$10     | all      | \$10                           |                               |
| Hongkong Tramway Co., Ltd.                                    | 325,000        | 5/-      | all      | 8/4, buyers                    |                               |
| INSURANCE—  |                |          |          |                                |                               |
| Canton Insurance Office Co., Limited                          | 10,000         | \$250    | \$50     | \$315, buyers                  | 6 p.c.                        |
| China Fire Insurance Co., Limited                             | 20,000         | \$100    | \$20     | \$161, sales                   | 6 1/2 p.c.                    |
| Hongkong Fire Insurance Co., Ltd.                             | 8,000          | \$250    | \$50     | \$380                          | 7 1/2 p.c.                    |
| North China Insurance Co., Limited                            | 10,000         | \$10     | \$5      | Tia. 135, buyers               | 6 1/2 p.c.                    |
| Union Insurance Society, Limited                              | 12,400         | \$250    | \$100    | \$310                          | 6 1/2 p.c.                    |
| Yangtze Insurance Association, Ltd.                           | 12,000         | \$100    | \$20     | \$192 1/2, @ Ex 73             |                               |
| LANDS AND BUILDINGS—  |                |          |          |                                |                               |
| Hongkong Land Investment Agency Co., Ltd.                     | 50,000         | \$10     | all      | \$112, buyers                  | 6 1/2 p.c.                    |
| Hongkong Land Reclamation Co., Ltd.                           | 25,000         | \$100    | \$25     | \$200                          |                               |
| Hongkong Land Reclamation Co., Ltd.                           | 150,000        | \$10     | all      | \$94, sellers                  | 5 1/2 p.c.                    |
| Kowloon Land and Building Co., Ltd.                           | 6,000          | \$50     | \$10     | \$30                           | 7 1/2 p.c.                    |
| Shanghai Land Investment Co., Ltd.                            | 78,000         | Tia. 50  | all      | Tia. 94                        |                               |
| West Point Building Co., Limited                              | 12,500         | \$50     | all      | \$70, sellers                  | 5 1/2 p.c.                    |
| Mastekapip tot Mija, Beach-on Landbouw exploitatie in Langkat | 25,000         | Gds. 10  | all      | Tia. 25 1/2, buyers            |                               |
| MINING—   |                |          |          |                                |                               |
| Chinese Engineering and M. Co., Ltd.                          | 1,000,000      | \$1      | all      | 25/-                           |                               |
| Heawood Tin and Rubber Estate, Ltd.                           | 322,000        | 2/-      | all      | 2 1/2, sales                   |                               |
| Reab Australian Gold Mining Co., Ltd.                         | 200,000        | \$1      | all      | \$35                           |                               |
| Troch Mines, Limited  | 160,000        | \$10     | all      | \$104, buyers                  | 7 1/2 p.c.                    |
| Peak Tramways Co., Limited                                    | 25,000         | \$10     | all      | \$10 1/2                       |                               |
| Philippine Co., Limited                                       | 75,000         | \$10     | all      | \$5                            |                               |
| Pulper et Papeteries de Tonkin Societe des                    | 13,200         | \$50     | all      | \$20, sellers                  |                               |
| REFINERIES—   |                |          |          |                                |                               |
| China Sugar Refining Co., Limited                             | 20,000         | \$100    | all      | \$100                          | 3 p.c.                        |
| Luzon Sugar Refining Co., Limited                             | 7,000          | \$180    | all      | \$35, sellers                  |                               |
| STEAMSHIP COMPANIES—  |                |          |          |                                |                               |
| China and Manila Steamship Co., Ltd.                          | 30,000         | \$25     | all      | \$84, buyers                   | 5 p.c.                        |
| Douglas Steamship Co., Limited                                | 20,000         | \$50     | all      | \$29, sales                    | 7 1/2 p.c.                    |
| Hongkong, Canton & Macao S.S. Co., Ltd.                       | 80,000         | \$15     | all      | \$32, L/don                    |                               |
| Indo-China Steam Navigation Co., Ltd.                         | 60,000         | \$25     | all      | \$23 7 1/2, 6d.                | 6 p.c.                        |
| Shell Transport & Trading Co., Ltd.                           | 250,000        | \$1      | all      | \$100                          | 3 1/2 p.c.                    |
| Star Ferry Company, Limited                                   | 40,000         | \$10     | all      | \$44 1/2, buyers               |                               |
| South China Morning Post, Limited                             | 6,000          | \$25     | all      | \$22, sellers                  |                               |
| Steam Laundry Company, Limited                                | 20,000         | \$5      | all      | \$4 1/2, buyers                |                               |
| STONES AND DISPENSARIES—                                      |                |          |          |                                |                               |
| Powell, Wm., Limited  | 15,000         | \$7      | all      | \$9 1/2, sellers               | 4 p.c.                        |
| Watson & Co., A. S., Limited                                  | 90,000         | \$10     | all      | \$8                            |                               |
| Union Waterboat Co., Limited                                  | 50,000         | \$10     | all      | \$17 1/2                       | 5 1/2 p.c.                    |

Para Rubber in London ... 3 1/4 per lb.

| Loans.                | Amount.      | Value.   | Interest.      | Quotation. |
|-----------------------|--------------|----------|----------------|------------|
| Chinese Imperial 1896 | Tia. 767,200 | Tia. 250 | 7 1/2 p. annum | Par.       |

VERNON &amp; SMYTH, Share Brokers.

**TO-DAY**  
11 a.m.—Auction of Valuable Household Furniture, &c., at No. 9, Humphreys Building Top Flat, Kowloon, by Messrs. Hughes & Hough.

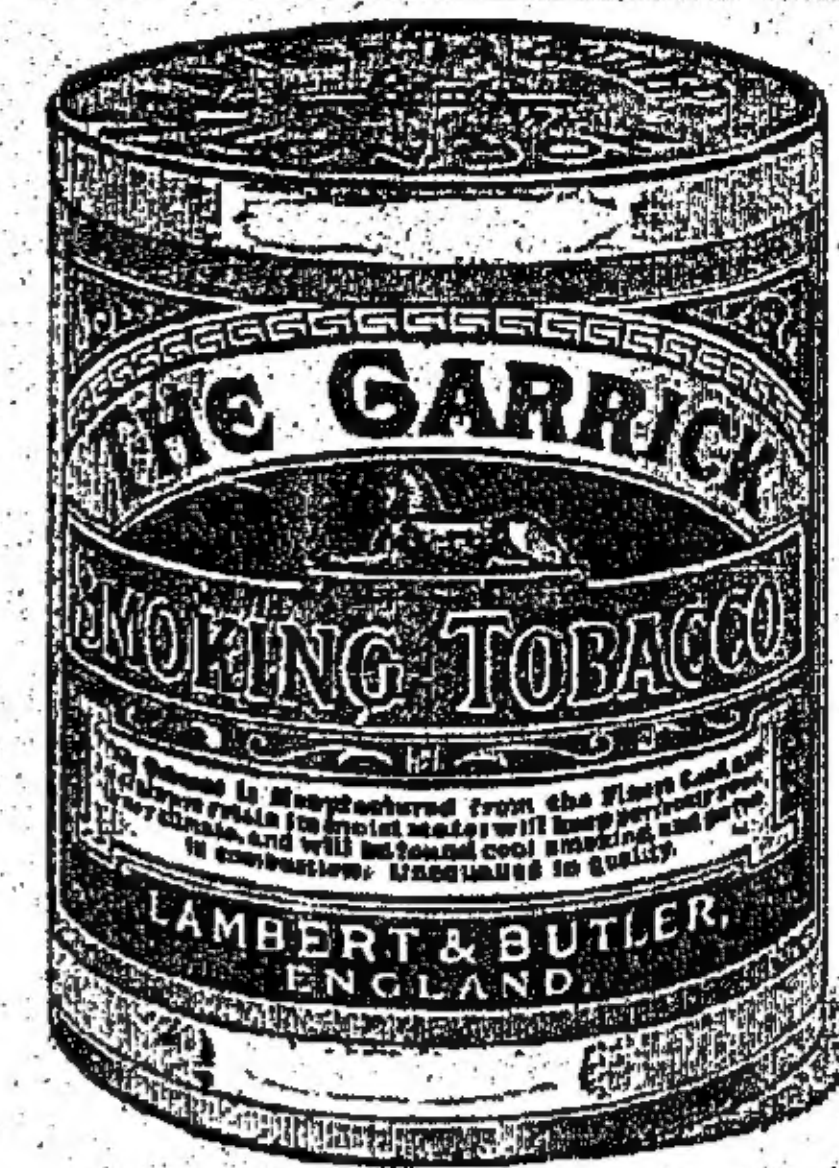
**FORTHCOMING EVENTS.**  
Monday, 1st Dec.—  
3 p.m.—Auction of Two Lots of Crown Land at Ho Mun Tin, by Public Works Dept.

**ON SALE.**  
SOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1913. With Index. Price \$7.50.  
On Sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 30th July, 1913.

**ON SALE.**  
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1912.  
REVISED BY THE MEMBERS.  
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